

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE" P. Grösch	WEDNESDAY, 23rd Mar., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Blaser	About WEDNESDAY, 23rd March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Cap. D. Lohse	FRIDAY, 25th Mar., Daylight.
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raugener	About SATURDAY, 2nd April.
KUDAT and SANDAKAN	"BOREO" Capt. F. Semmler	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIESE	Broc	14th Mar., P.M.
MARSHALLS, VIA PORTS	ERNEST SIMONS	Girard	15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIE	Sellier	28th Mar., P.M.
MARSHALLS, VIA PORTS	TOKIN	Charbonnel	29th Mar., at 2 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th March, 1910.

Intimations.

EYES RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON:

CALCUTTA:

SHANGHAI:

John Street, Bedford Row, W.C.

59, Beutlich Street

66, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of debility, nervous power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overwork of modern life. It cures, restores, and expels the virus of disease, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. "Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates the system, restores the falling energies, and imparts new life and vigor to what had so recently seemed worn out, dead, and helpless."

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restores the system to its normal state. It cures, restores, and expels the virus of disease, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. "Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates the system, restores the falling energies, and imparts new life and vigor to what had so recently seemed worn out, dead, and helpless."

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever you require, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually made of sugar and water) for the sake of extra profit. These inferior preparations, which are sold under the name of "VETARZO," are not only useless, but they are also dangerous, as they contain a deadly poison which will destroy the system. The genuine "VETARZO" is sold in glass bottles, and is accompanied by a full and complete description of its uses and benefits. It is sold by all chemists and druggists, and is also sold by the Proprietors, Messrs. T. & A. G. S. Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

Agents for India:—T. & A. G. S. CO., LTD., BOMBAY, CALCUTTA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 25 "	Water on Blocks 23.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern, for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Seattle.

A. I. and Wathine.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VOEUX ROAD, recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWN in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shawas, Tones & Co.).

Apply to—
THE COMPASS ROPE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central,
Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 12th March, 1910.

TO LET FURNISHED.

"TANTALLON," 156A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to—
GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 24th February, 1910.

TO LET.

GODOWN No. 54, DODDLE STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

Intimation.

ROINED MESSINA.

JAPANESE PROFESSOR'S VIEWS OF THE EARTHQUAKE

As soon as possible after the great earthquake, which destroyed Messina, a year ago, the Japanese Government sent two competent observers to study the earthquake and its effects. Professor F. Omori, the well-known director of the Seismological Institute of Tokyo, was charged with the investigation of the earthquake itself. Professor T. Nakamura with its effects from an architectural point of view. Professor Omori reached the stricken district in the middle of February, and remained there until the end of April. In his preliminary report, which has just been published, he gives an interesting summary of the principal conclusions at which he has arrived.

While the movement was distinctly sensible at a distance of 120 miles or more from the origin, the area within which the destructive effects of the earthquake were manifested was comparatively small. The city of Catania, for instance, which is only fifty miles from the centre, was quite uninjured. The area within which buildings were entirely destroyed or badly damaged is oval in form, and is not more than eighteen miles long from north to south, and twelve miles wide. Its centre lies beneath the Straits of Messina, and nearer to Reggio di Calabria than to the Sicilian shore.

ENORMITY OF DESTRUCTION.

The area of violent motion thus includes the whole of the Calabrian coast adjoining the straits, but only a small district of Sicily close to Messina. The great loss of life was due to the existence of two large towns within this area, the population of Messina before the earthquake having been about 150,000 and that of Reggio about 40,000. The enormity of the destruction of Messina, Professor Omori remarks, is really beyond one's imagination. All the buildings of the city were, with a very few exceptions, considerably cracked or absolutely reduced to masses of ruin, which looked like hills of debris. The principal streets were blocked by masses of stones and mud, on an average more than 15 ft. high, so that it was impossible for people to save themselves, even if they had succeeded in escaping from their houses. It is estimated that about 75,000 persons were killed in Messina, and the suburbs, and about 25,000 in Reggio and other Calabrian towns and villages.

CAUSE OF THE EARTHQUAKE.

Professor Omori gives an instructive comparison between the disaster wrought by the Messina earthquake and by the great Japanese earthquake of 1891 in the provinces of Mino and Owari. The intensity of the shock at Messina was slightly less than in the city of Nagoya, the population of which in 1893 was about 15,000 more than that of Messina in 1908. At Nagoya, however, only 100 lives were lost, so that the number of persons killed in Messina was about 450 times as great as in Nagoya. In other words, about 998 out of 1000 of the number of killed in Messina must be regarded, when spoken in comparison to a Japanese city, as having fallen victims to seismologically bad construction of the houses.

In Professor Omori's opinion, the earthquake was probably caused by the sudden formation or extension of a nearly vertical crack within the earth's crust in an east-south-east and west-north-west direction. The Messina earthquake was not, however, an isolated event. It is closely connected with many other shocks which have devastated portions of Central and Southern Italy. Professor Omori illustrates in due map the destructive areas of Messina and twelve other earthquakes since 1563, and he shows that they lie along a curved zone, extending from Central Italy, through Calabria, in the neighbourhood of Catania. Thus, these great earthquakes are not distributed at random, but are confined to definite lines of weakness in the earth's crust.

DANGEROUS ZONE.

Moreover, the areas of violent motion of the different earthquakes are almost distinct, and Professor Omori, therefore, concludes that the great disturbances are not repeated in the same centres, but occur successively in different portions of the seismic zone. In other words, Messina and Reggio di Calabria, having had their turn in 1908, may be regarded as immune for a long time, while the parts of the seismic zone that have not yet been visited are probably the most dangerous of all in Southern Italy.

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Intimation.

KWONG FUNG YUEN.

HEAD OFFICE—No. 83, Des Voeux Road West.

TIMBER YARD—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS.

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

HAVE always on hand large stock—o

American Fir, Douglas Fir, Oregon

Pine, Teak, Yacai, Hardwoods, Oregon Spar,

Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 10th January, 1910.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong) of No. 18 Bank Buildings, Hongkong, and No. 21 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 8th day of January, 1910, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of a Circular panel in which is depicted a Chinese woman weighing a child: the child being suspended to a cloth from a balance. Immediately above the circular panel are the words "HONEST WEIGHT," and below the circular panel is the name of the Company, BRITISH CIGARETTE CO., LTD.

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong) of No. 18 Bank Buildings, Hongkong, and No. 21 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED,

R. H. GREGORY,

Director.

104]

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that JOSEPH NATHAN & Co., LIMITED, (a Company registered under the Laws of Hongkong) of 88, Gracechurch Street, London, E.C. 3, England; Merchants, have, on the 28th day of December, 1909, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The invented word

"GLAXO"

in the name of JOSEPH NATHAN & Co., LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following goods:—Substances used as Food or as Ingredients in Food, in Class 47.

A facsimile of the Trade Mark can be seen at the Office of the Official Receiver of Hongkong.

Dated the 6th day of January, 1910.

JOSEPH NATHAN & Co., LIMITED

THOS. HAM,

Secretary.

57]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LTD.

(CAPITAL PAID UP) £1,350,000

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Chartered and Licensed.

SHIRWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1909.

14]

FRENCH STORE.

NOTICE.

We beg to inform our numerous

customers and the public in general

that we have been appointed Agent

for the "OREME SIMON" and

all Simon's Produce for Toilet

Requisites, Perfumery, Powder,

Soap, etc.

INSPECTION SOLICITED.

Hongkong, 31st January, 1910.

147

NOTICE.

MR. LI HON FAN, a Chinese graduate

versed in literature, has been a teacher

to European officials, and merchants in this

Colony for over ten years.

He has a good method of training En-

peans to pass in the Chinese examination, and

is possessed of a first rate certificate as a

Chinese teacher. He has also a good know-

ledge of Mandarin.

Those who intend learning the Chinese

language are requested to write care of

Hongkong Telegraph office or direct to 37,

Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910.

71]

JAPANESE MESSAGE.

Messrs. MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL,

ATTENDANCE AT

PATENTS' RESIDENCE,

No. 171, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

54]

Intimation.

Powell's

Furnishing
DepartmentAT
ALEXANDRA
BUILDINGS,
(FIRST FLOOR)UPHOLSTERED
CHESTERFIELDS,
SETTEES,
FIXED OR DROP
ENDS,
STUFF-OVER
EASY CHAIRS
in a variety of styles,

IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers.BEDROOM . . .
FURNITURE . . .A Quantity of full
Suites always ready for
delivery in various fin-
ishes.BEDROOM CHAIRS,
TABLES,
AND
LOUNGES
"EN SUITE"BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,
UPHOLSTERED
BOX-SPRINGS
AND
BED LINEN
OF
Every Description.

Hongkong, 29th February, 1910.

Public Companies

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 31, George's Building, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD.,
W. G. DARBY,
General Manager.
Hongkong, 28th February, 1910. [215]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd March, 1910. [225]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & CO., LD.,
General Agents.
Hongkong, 4th March, 1910. [229]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 4th March, 1910. [230]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Réunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. F. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,
F. A. LAPICQUE & CO.,
Agents.
MESSAGERIES MARITIMES,
F. THOMAS,
Agent.
Hongkong, 29th December, 1909. [1876]

Auction.

SPECIAL SALE BY

PUBLIC AUCTION

OR

HIGH CLASS JEWELRY DIRECT

FROM LONDON.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

on

SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m., and on

TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their Sales Rooms, No. 2, Des Vaux Road.

SINGLE STONE DIAMOND RINGS, DIAMOND AND RUBY, EMERALD, OPAL, TURQUOISE and SAPPHIRE RINGS.

MIRRORE RINGS, GEMSET RINGS, GOLD AND GOLD-FILLED BANGLES and BRACELETS, GENT'S SOLID GOLD and GOLD-FILLED WATCHES and ALBERTS.

DIAMOND TIE PINS and STUDS, LEVER WATCHES, OPEN-FACE WATCH by Benson (cost £25), 18-Carat GOLD WATCH by Dent (cost £40), GOLD-FILLED REPEATER WATCHES, WALTHAM WATCHES, LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS, BROOCHES, CHAINS, CHRONO STOP WATCHES, NON-MAGNETIC WATCHES, SILVER-BACKED COMBS, BRUSHES and MIRRORS, CIGARETTE CASES, GOLD-FRONTED LINKS and STUDS, GOLD and GOLD-FILLED EARRINGS, BROOCHES, HAT PINS, SILVER BELTS, FIELD GLASSES, SILVER-MOUNTED SCENT BOTTLES, &c., &c.

A few Lots of E. P. Nickel Silver Art quality TABLE PLATE and CUTLERY.

ALSO
SUNDRY IRISH LINENS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th March, 1910. [233]

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations, for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagais	7/6
Anglo-Malays	31/6
Balgownies	1/60
Carey United	21/6 prem.
Castelfields	100/-
Changkat Serdangs	220
Cheats	515
Damassaras	127/6
Eastern Internationals	30/- prem.
Glensays	327
Golcondas	127/6
Highlands and Lowlands	134/-
Indragiris	545
Kamunings	6/9 prem.
Kuala Lumpurs	127/6
Ledburys	100/-
Linggis	4813
London Asiatics	127/6
Pajams	515
Pegohs	543
Rubber Trusts	67/9 prem. c. n. l.
Saggas	230/-
Sandycrofts	535
Sekongs	277/- prem.
Shelfords	65/-
Singapore & Johore	5750
Sungei Chobas	71/6 prem.
Sungei Kapars	137/6
Tandjongs	70/- prem.
Tangkabs	26/9 prem.
United Serdangs	125/- sales
United Singapores	52
United Sumatras	14/-

GEO. FENWICK AND COMPANY,
LIMITED.

ANNUAL REPORT.

The report for 1909 states:—The directors beg to submit their report and statement of accounts for the year ending 31st December, 1909.

The result of the year's work shows an increase of £1,038.52 on the amount of the debit balance brought forward from last year, making the balance at debit of profit and loss account £8,460.44.

DIRECTORS.

During the absence from the Colony of Mr. A. Rodger, his seat on the Board was occupied by Mr. J. Rodger, Mr. A. Rodger resuming his place on his return. He now retires according to the articles of association, but offers himself for re-election.

AUDITOR.

The accounts have been audited by Mr. H. Percy Smith, who offers himself for re-election.

G. K. HAXTON,
Chairman.

Hongkong, 10th March, 1910.

BALANCE SHEET, 31ST DECEMBER, 1909.

Capital:—
18,000 shares of £15.00 each.....\$450,000.00

10,800 shares issued.....\$170,000.00

Reserve fund as per last report.....42,981.73

Less depreciation of plant, stock, interest and expenses on North Point.....17,710.89

Hongkong and Shanghai Banking Corporation loan account (secured by mortgages).....137,642.40

Hongkong and Shanghai Banking Corporation current account.....3,570.10

Sundry creditors.....11,538.13

\$448,126.47

Assets.

Value of land and buildings at Wan-chai and North Point as per last report.....\$300,750.86

Value of machinery, plant, launches and office furniture as per last report.....\$58,000.00

Additions during the year.....675.87

\$58,675.87

Written off for depreciation.....1,675.87

\$57,000.00

Value of stock in trade as per valuer's certificate 71,049.29

Written off for depreciation.....5,049.29

66,000.00

Value of work in progress as per valuer's Certificate.....4,402.00

Cash on hand.....128.16

Mercantile Bank of India, Limited.....94.38

Investments.....750.00

Sundry debtors.....20,540.63

Balance of profit and loss account as at 31st December, 1908.....7,421.02

Loss for the year 1909.....1,038.52

8,460.44

\$448,126.46

PROFIT AND LOSS ACCOUNT.

To Balance of last year's account.....\$ 7,421.02

To Salaries.....11,590.00

To Crown rent and taxes.....1,264.20

To Amount of bad debts written off.....130.85

\$ 20,406.07

By Balance of working account.....\$ 11,866.45

By Transfer fees.....4.00

By Bonus from Insurance Company.....1.89

By Dividend on Investments.....47.00

By Interest.....27.21

By Balance.....8,460.44

\$ 20,406.07

UNIVERSITY STUDENTS.

VALUE OF PRELIMINARY OXFORD LOCAL EXAMINATIONS.

The following letter has been kindly placed at our disposal for publication:—

Local Examination Offices,
Merton Street, Oxford,
February 2nd, 1910.

Dear Sir,—The activity of the English and Americans in educational matters in China has been for some time engaging the attention of political writers in Germany. Quite recently I read an important article in one of the chief German Monthly Reviews on the whole question, and I found that special note was taken of the proceeding in the matter of the proposed University at Hongkong.

It was I who moved the University of Oxford to make the change in its statutes, which led to the acceptance of Classical Chinese and English as substitutes for Latin and Greek in the case of Oriental students.

Both native Chinese and Englishmen interested in China have spoken to me, during the last few years, about the desirability of attracting to England a greater portion of the native Chinese who are now coming in larger numbers to Europe for the purpose of study.

It has occurred to me that the new possibilities at Oxford might with advantage become better known amongst educated natives and that they might be interested in learning how much time might be saved if they were enabled to pass an examination in China, which freed them from a preliminary examination at Oxford and thus enabled them to proceed without interruption to prosecute their studies here, should they ultimately decide to come.

Among the considerations which were laid before me by those who induced me to move the University was one of considerable importance. It was pointed out that under the arrangements which previously existed a student who desired to come to Oxford was obliged to spend some time in this country in preparing for his initial examination.

As to any action which it may be thought desirable to take in Hongkong or in any of the neighbouring parts of China, those who are resident on the spot can alone judge.

I hope that you will not think that I have travelled out of my province in sending to you this unofficial letter. The assistance which natives educated in England might render to your University when this is established would appear to be very considerable.—Yours very truly,

H. T. GERRANS.

To T. K. DEALY, Esq.,
Hon. Sec., Oxford Locals,
Queen's College, Hongkong.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 39, DES VEAUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th March, 1910.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GRAY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL GRAM
and
P. & O. SPECIAL LIQUOR BOOTH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1910.

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done, the modern spirit moves us, to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell, and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But," will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOL'S PREPARATION
the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting, Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles, Dr. W. H. B. Aikins, F. R. C. P., London—M. D. C. M., Victoria University—M. B., Toronto University—Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampol's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

7

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.
Hongkong, 13th December, 1909. [140]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship
"LIBERIA,"
Captain Knisel, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before T.O. DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 11th March, 1910. [239]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"KLEIST,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of March, at 9.30 A.M.

All Claims must reach us before the 21st of March, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. Singapore from Smyrna.

Ex S.S. Orizaba from Manila.

Ex S.S. Fallows from Tientsin.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 11th March, 1910. [240]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge, or remaining on board after 4 P.M., the 12th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 10th March, 1910. [241]

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamers
"NILE,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease. All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND

GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY

and KOWLOON DISPENSARY

Hongkong, 2nd February, 1910

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

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The rates per quarter and per month, proportional

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will be charged as for a full month.

The daily issue is delivered free when the address is

accessible to messenger. Peak subscribers can have

their copies delivered at their residences without

any extra charge. On copies sent by post an

additional \$1.80 per quarter is charged for postage

The postage on the weekly issue to any part of the

world is 80 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-

five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 12, 1910.

THE CHINA SQUADRON.

The advent of the new powerful flagship

of the China Station, in relief of H.M.S.

King Alfred, was made the subject of certain

editorial comments in Singapore where, it is

asserted that "during recent years, it might

be inferred by those who did not know other-

wise that the navy had practically ceased to

exist." In the course of its observations, the

Strait Times, which writes on the subject

and from which we extract the article, re-

marks: "At various scattered periods of our

more recent history, it has been our privilege

to occasionally see the white ensign, lazily

drooping over the stern of some rather in-

significant vessel, which has had occasion to

pay us a passing visit, while travelling either

to or from China, but never apparently find-

ing anything here to prolong her stay

further than the taking in of the

necessary fuel to help her get away.

It is a fact that we have seen here

a great deal more of the naval flags of for-

eign nations, during recent years, than of

our own. Britishers have looked back to the

days when there was always present at

least one representative of that powerful

fleet, which is the first line of defence of our

Empire, they wish they could see more of their ships and of their men, and they think that it would do good in very many ways. But an omnipotent board of sea lords sits at home and dictates to us in this matter and tells us that we are just as safe here without our ships as with them, and that, however much we would like to see some representative of the navy regularly about us, we must forego the pleasure. Such indeed was one of the results of Tsushima and our treaty with Japan. At no time of any great strength, the China squadron, in face of the security afforded us by our friendly relations with Japan, and the preponderance of that wonderful nation's naval standing in the Far East, was whittled down to its present proportions, and Singapore lost her one and only pet naval lamb in the shape of the guard-ship that was formerly a feature of the shipping in harbour. To-day, however, we have the pleasure of seeing with us a worthy representative of the fleet—a ship which, as well as being, we believe, the largest and most powerfully equipped warship that Great Britain has ever sent out to the Far East, is stated to be the precursor of a greater display of Britain's naval strength in these seas, following upon some re-arrangement of naval plans in this part of the world that has received the consideration and sanction of our highest naval experts. What those plans exactly are, no man knows, but the naval strategists who have been fit to draw them up, but it would appear to be generally agreed that in future those fleets which have hitherto had as their headquarters such widely spread corners of this hemisphere as the China coast, the Persian Gulf and the ports of Australia, will work on some scheme of closer co-operation that will bring them together more frequently, and will give us an opportunity of seeing at least some of them with greater frequency than we have done for many years past. As has more than once been stated in these columns, there is a deduction, and a very reasonable deduction, to be drawn from the dock construction works, which are now being pushed forward with commendable energy at this port. That dock accommodation is to a large extent no doubt intended to meet what we all trust will be largely increased demands by the mercantile marine of all the nations doing business here. But not entirely so and that, other use can be no other than a use by the ships of the British navy. It is going too far to say that Singapore may be the headquarters of a fleet, with all the necessary adjuncts of such a scheme, however much we would like to see the idea realised, but it is apparent that our new dock accommodation is meant to cope with requirements that may arise consequent upon a general re-arrangement of British warships in these waters, and possibilities that may be thought to be probabilities if at any time our naval power out here is put to the task which it was created to accomplish. All this is perhaps rather beyond the original intention of these remarks, which was to draw attention to the arrival of a very powerful warship, and to the new conditions of British naval power, in the Far East, which the presence of that magnificent vessel may be taken to indicate. The *Minotaur* brings out to the East, the new Admiral of the China squadron—Sir A. L. Winslow, an officer who comes to take over the command from Sir Hedworth Lampton, who has had charge of our naval destinies out here for the past three years. *King Alfred* goes home. They are both great warships, and though it is a fact that the new arrival is of 500 tons less displacement than the retiring flagship, whose tonnage runs to the large figure of 14,600, those figures convey no idea of the fighting capacity of the two vessels. Whereas the new flagship is almost a new ship, having been completed at Devonport, where she was built and equipped at a cost exceeding £1,250,000, less than two years ago, the *King Alfred* was launched in 1901. Again, the new flagship with her heavier batteries has a weight of gunfire of 8,520 lbs. of metal, as against the *King Alfred's* 2,360 lbs. This by way of a commencement in the strengthening of the station. Incidentally, it may be mentioned that, with the exception of the new *Dreadnought* cruisers of the *Indomitable* type, the *Minotaur* is one of the three most powerful cruisers, flying the white ensign, her sister ships being the *Shannon* and the *Defence*. There is little authoritatively known on these matters, which is as it should be for they are matters alone, for the brain of the naval service, but credence has been given to a rumour that the *Shannon* and the *Defence* may follow in their sister's wake at no very distant period of time. However that may be, Singapore welcomes the gallant Admiral and his staff, and will be more than pleased if any new scheme that may be devised brings the naval ensign of Britain to this port with greater frequency than has been the case in recent times.

A WIRE dated the Hague, February 16, states that the Standard Oil Company has declared a dividend of 180 per cent. for the past quarter.

THE *Strait Echo* says: We are about sick of that London joke about rubber shares bouncing. What about rubber promoters stretching?

His Excellency the Governor has been pleased to appoint Mr. Francis Maitland to be a visiting justice to the Po Leung Kuk vice Mr. A. Beyer resigned.

THE Police Magistrates' Department is excluded from the operation of the Public Holidays Ordinance, 1875, on the 26th March, 28th March, 16th May, 1st August and 26th December, 1910, and on the 2nd January, 1911.

THE following is the list, according to Reuters, of the wants of the Russian Navy League: Four powerful cruisers, fifty destroyers, fifty torpedo-boats, fifteen submarines, ten coast-defence ships, forty-eight submarines, and fifty aeroplanes.

THE Japanese traveller, Mr. Kawaguchi, who has published a book on Tibet, is now devoting himself to completing a long course of the study of Sanskrit in the Central Hindu College, Benares, where he has been already a considerable time as a student.

PROFESSOR Garstang has discovered on the site of the Egyptian monarchs, in the Soudan, a sun temple by Ergamenes mentioned by Diodorus, containing various sculptures. Many inscriptions and statues have also been found.

THE *Dutchman* newspaper hears that the Royal Dutch Petroleum Company which works the oil fields in East Sumatra will distribute a small dividend for 1909—about 30 per cent. The directors say that the prospects of 1910 are brilliant enough to make good the disappointments of last year.

IN West Sumatra, in the district of Kampar, the government has offered a reward of 100 guilders for the killing of an unusually destructive man-eating tiger, which has established a reign of terror in that quarter. In one month alone, it killed eleven persons. Traps and pits have failed to catch it.

THE Hastings case, which has had such a protracted hearing, was committed for trial by Mr. J. C. Wood at the Magistrate's trial this morning. In this case, two well-dressed Chinamen are charged with alleged conspiracy, whereby they are alleged to have obtained from Mr. John Hastings, solicitor, the sum \$24,000 under false pretences.

WE are requested to state that owing to the inclemency of the weather, the Regatta which was to be held at Fenwick's Reclamation to-day, has had to be indefinitely postponed. The rough weather has also been responsible for the smashing up of two of the competing boats one being a V.R.C. pair oar and the other belonging to the Royal Hongkong Yacht Club.

THE General Traffic Agent of the C. P. R. Co. received word yesterday from his Yokohama office advising the receipt by them of a wireless message from the R.M.S. *Empress of India* (which left Hongkong for Vancouver on the 26th ult.) The message was despatched at 9 p.m. the 10th instant, when the vessel was 1,400 miles from Japan. The Captain reports all well, and that they were experiencing fine weather.

THE official programme of Army reliefs during 1910 contains the following:—1st Yorkshire Light Infantry from South Africa to Hongkong; 2nd East Kent Regiment from Hongkong to Singapore; 3rd Middlesex Regiment, Singapore to India; Hongkong and Singapore Battalion, R.G.A. No. 1 Company, Mauritius to Hongkong; No. 2 Company, Hongkong to Mauritius; No. 3 Company, Hongkong to Singapore; No. 4 Company, Singapore to Hongkong.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion; an Ordinance to amend the Wireless Telegraphy Ordinance, 1903; and the Wireless Telegraphy Ordinance, 1909; an Ordinance to amend the Order and Cleanliness Ordinance, 1867; and an Ordinance to amend the Stamp Ordinance, 1901.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals has acknowledged with thanks the following donations to the funds of the Hospitals:—

Edin. Morning-side Lodge Church
S. School \$ 90.94
Sincere & Co. 25
Ma Ying Poo 20
L. R. M. 10
Sincere & Co. 10
Udlerup & Schluter 5
Dr. M. H. Chan 5
H. S. 5

THE changes amongst the British troops in the Far Eastern garrisons next troopship season will be limited to the moves of the 2nd Battalion The Buffs from Hongkong to Singapore, the 3rd Battalion Middlesex Regiment from Singapore to India (Leboe), and the 1st Battalion The King's Own Light Infantry from Weymouth, Cape Colony, to Hongkong. The latter battalion is commanded by Lieut. Colonel L. A. H. Hamilton, and we (L. and O. Express) believe that it was never previously stationed at Hongkong. The seconding of Captain G. M. James, The Buffs, whilst he is studying at the Staff College, brings Captain C. L. Porter in on the establishment. Captain Porter has been attached for some time to the 1st Battalion at Aldershot. He was recently at the Military College.

LOCAL AND GENERAL.

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CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG UNIVERSITY.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Now that invitations for the ceremony of the laying of the foundation stone have been issued, will Mr. Mody and the Governor kindly accept the suggestion of an humble scribe? The function on Wednesday next will be an historical event. It will be the most important that has yet been associated with the educational movement in this Colony. As such it will be of special interest to the schools in Hongkong. Now the purport for which I seek the hospitality of your columns is to suggest that the schools in Hongkong—both boys' and girls'—giving secondary education be invited to be present at Wednesday's ceremony en masse. If this way further interest will be stimulated among the teachers and students in the future University, and the latter, from among whom the undergraduates must largely come, will be appalled to in a very tangible manner to stir up enthusiasm for the entrance examinations. Besides, the advantage of quickening interest among the rising generation, the presence of the scholars in large numbers, accompanied by their professional staff, will lend additional effect to the pomp and ceremony of what promises to be a red-letter day in the annals of the Colony's history.

I trust Mr. Mody and Sir Frederick Lugard—neither of whom is above accepting a well-meant suggestion—will give these lines some little thoughtful consideration.—Yours, etc.

UNDERGRADUATE.

Hongkong, 12th March, 1910.

CHINA BORNEO CO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—It is improbable that I shall be able to get away from work on Tuesday to attend the annual meeting of shareholders of the China Borneo Co., Ltd. With your leave I would like to reach the hearing of the board of directors through the medium of your commercial columns. It is not my endeavour to hackle the consulting committee, nor to cavil at the careful (if somewhat unfortunate) general management, over the balance sheet just issued. The employment of the term "unfortunate" calls for some explanation. It has reference to the huge loss, for the third year in succession, in exchange. But for the appearance of this one item, the company would have been able to present a magnificent balance sheet and be in the position of distributing an additional dollar to shareholders by way of a greatly enhanced dividend. The loss of nearly half the net working profits of the Company in exchange transactions is greatly to be regretted, if it was wholly unpreventable. With the Company's management in such a capable and cautious firm's hands like that of Messrs. Gibb, Livingstone & Co. means ought to be successfully devised for obviating the tedious recurrence in future of the loss in exchange.

The foregoing observation, however, is not the immediate object of my letter. What I desire and with me several other shareholders of standing, who hold an interest in the Company by way of profitable investment and not sheer speculation, is to urge upon the consideration of the general manager and the consulting committee the expediency of substituting rubber stalks for the stumps of trees that have been felled and cleared from the Company's extensive concession. It is superfluous to dilate upon the advantages that will prospectively accrue to shareholders were it possible to so convert the fallow ground to highly remunerative planting. It should be premised that, in advancing the suggestion, it is presupposed that nothing in the leases to the Company of its holdings precludes the conversion of the land to re-planting. If any clause exists in the leases, there can surely be no insuperable difficulty for successful negotiations to be initiated with the Chartered Company that will effectually grant the permission for rubber planting within the areas leased by the China Borneo Co. From all that can be gathered, the British North Borneo Government is offering all manner of inducements calculated to enhance the value of the Company's extensive territory, and it can be taken for granted that suitable terms and conditions could be secured whereby the China Borneo Co. might be privileged to cultivate the gold-bearing laccal plant.

I feel sure that a large body of shareholders will appreciate any statement that may be advanced from the Chair on Tuesday, and that this most interesting question, I give it public expression in the present form as originating not from me individually but from others who have an abiding vested interest in the Company.

Another point upon which chairmen at past meetings have retained perfect silence is the slipway at Sandakan. Removed as we are at this distance from the capital of B. N. Borneo we have little conception of the working and earning powers of this very valuable adjunct to the Company's properties. A little information on the part of the Chairman at Tuesday's meeting will be gratefully received by a believer in the future of Borneo who is also—

A SHAREHOLDER.

Hongkong, 12th March, 1910.

THE FALKLAND ISLANDS.

THE Falkland Islands, whose Governor, the Hon. W. L. Allardice, C.M.G., recently arrived in London, are among the least-known and most-out-of-the-way corners of our widely scattered Empire. They form a sort of British suburb of the South Pole, some 500 miles from the Antarctic and of America, Cape Horn. Curious that one of our sprightliest actresses, Miss Ellaline Terriss, should have been born in such a dreary spot. A former Governor of the Falkland Islands, the late Sir William Robinson, used to say that he would have committed suicide while there if he could have found a tree tall enough on which to hang himself.

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A SHAREHOLDER.

Hongkong, 12th March, 1910.

HONGKONG AND KOWLOON

WHARF AND GODOWN CO., LD.
ANNUAL MEETING.

The twenty-third ordinary annual meeting of shareholders of the Hongkong and Kowloon Wharf and Godown Co., Ltd., was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., this afternoon, for the purpose of receiving the directors' report and the statement of accounts for the year ending 31st December, 1909. The Hon. Mr. W. J. Gresson (chairman of directors) presided. There were also present:—Sir Paul Chater, Messrs. H. A. Siebs, J. W. Bond, C. S. Gubbay, E. G. Barrett, J. W. C. Bonnar, E. Shellin, A. S. D. Coulson (directors), Hon. Mr. E. Osborne (secretary), W. H. Wickham, H. W. Looker, P. C. Potts, D. H. Silas, R. Packham, T. F. Hoogh, A. Beyer, Wolfe, Capt. Unsworth, and others.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—I propose with your consent to take the report and accounts as read. There is little in connection with last year's working that calls for special comment, beyond the disagreeable fact that for the first time in 24 years, our establishments proved to be too large for our business; in consequence of which we had to close several godowns, reduce our staff, and generally to cut down expenses by nearly \$86,000; and if business does not improve during the current year still further economies will have to be effected. The fact is, the Colony's storage accommodation far exceeds its requirements, with the result that competition has brought rents, more especially at West Point to an unprofitable level, and until the surplus godowns disappear or the volume of imports increase, I see no hope, under our present scale of charges, for any substantial improvement in storage revenue. The typhoon of 1905, which you will remember destroyed the wharves and damaged our buildings, launches and lighters, necessitated an increase of capital of a million dollars to meet expenditure which was necessary to enable us to carry on work and on this increased capital it is difficult to see how we are to earn an adequate return if our present scale of charges is adhered to. We look, of course, for the expected revival in business to do much for us, and we have hopes that railway development will bring about great changes at Kowloon; but even so, the results of the last few years' working indicate very clearly that a revision of our tariff is justified under the circumstances.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. H. W. C. looked seconded.

Motion agreed to unanimously.

Mr. T. F. Hoogh moved that the appointment of Messrs. H. A. Siebs and J. W. Bond as directors be confirmed.

Capt. Unsworth seconded.

Carried.

The re-election of Mr. C. S. Gubbay and Mr. E. G. Barrett to the board of directors was adopted on the motion of Mr. Chapman, seconded by Mr. Silas.

Mr. W. H. Wickham moved and Mr. Packham seconded that Messrs. W. H. Potts and A. O'D. Gordin be re-elected auditors.

Carried.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance, dividend warrants can be had on application on and after Monday.

The meeting then ended.

CANTON DAY BY DAY.

YOKOHAMA SPECIE BANK, LTD.

HALF-YEARLY DIVIDEND.

The local office of the Yokohama Specie Bank is in receipt of a telegram from the head office to the effect that at the half-yearly meeting of shareholders held at the head office of the Bank, Yokohama, on the 10th instant, it was resolved to pay a dividend of 12 per cent per annum for the half-year ending the 31st December, 1909; to add to the reserve fund Yen 350,000, and to carry forward the sum of Yen 1,167,000 to the next account.

THE PARIS FLOODS.

VARIETY BENEFIT ENTERTAINMENT AT SHAMAEEN.

[From an Occasional Correspondent.]

Shameen, 10th March. An "Express" has just been issued in French and English of an entertainment which is to be given this evening for the benefit of the flood sufferers in France. Textually the circular reads:—

"Under the distinguished patronage of all the Consuls residing at Shamaeen, a variety entertainment for the benefit of the sufferers through floods in France, will be given at the Canton Club Theatre on Thursday, the 10th March, at 8 p.m.

"Some of the best local musicians and artists have kindly consented to assist and will contribute to the success of the performance.

"The newest and best cinema-graph films will be shown at intervals.

"Admission—\$3, \$2, \$1.

"Soldiers and sailors in uniform—half price.

"Programme of the above will be issued on Tuesday afternoon.

"Tickets will be sold at the Canton Club Theatre and at Fernandes, Noronha & Co., from Tuesday morning.

"On Thursday at 4 p.m., a free cinematographic show will be offered to the children."

The programme is as follows:—

1. Orchestre par l'Union Lyonnaise
2. Orchestre par l'Union Lyonnaise
3. Orchestre par l'Union Lyonnaise
4. Orchestre par l'Union Lyonnaise
5. Orchestre par l'Union Lyonnaise
6. Orchestre par l'Union Lyonnaise
7. Orchestre par l'Union Lyonnaise
8. Orchestre par l'Union Lyonnaise
9. Orchestre par l'Union Lyonnaise
10. Orchestre par l'Union Lyonnaise
11. Orchestre par l'Union Lyonnaise
12. Orchestre par l'Union Lyonnaise
13. Orchestre par l'Union Lyonnaise
14. Orchestre par l'Union Lyonnaise
15. Orchestre par l'Union Lyonnaise

2. ME PARTIE.

1. Le Petit Magicien, Cinématographie, Piano, M. Sales.
2. Musica Profunda, Chante par M. G. Sales.
3. Musica Profunda, Chante par M. G. Sales.
4. Musica Profunda, Chante par M. G. Sales.
5. Musica Profunda, Chante par M. G. Sales.
6. Musica Profunda, Chante par M. G. Sales.
7. Musica Profunda, Chante par M. G. Sales.
8. Musica Profunda, Chante par M. G. Sales.
9. Musica Profunda, Chante par M. G. Sales.
10. Musica Profunda, Chante par M. G. Sales.
11. Musica Profunda, Chante par M. G. Sales.
12. Musica Profunda, Chante par M. G. Sales.
13. Musica Profunda, Chante par M. G. Sales.
14. Musica Profunda, Chante par M. G. Sales.
15. Musica Profunda, Chante par M. G. Sales.

With the united co-operation of the Consular Body and the foreign community at Shamaeen, the entertainment promises to be a great success and is certain to result in a substantial monetary collection being made in aid of the Seine victims. The conception of the entertainment sprung up at the eleventh hour, but the sympathetic character of the concert, in itself sufficient to enlist considerable enthusiasm which assures the success of the "show."

A lottery was also organised to swell the takings for so charitable a purpose. In the course of the forenoon quite twelve hundred tickets have been disposed of and as they were sold at 50 cents each, a sum of \$600 has already been collected. The lottery promoters have issued 1,800 tickets, so that from this source alone \$900 will be derived. The tickets are selling like "hot cakes."

Between \$500 and \$600 is expected to be realised from the proceeds of the Concert at the Club Theatre, and on the whole the organisers expect to net about \$1,500 in round figures.

COMING AMERICAN TOURISTS.

CANTON VISIT ABANDONED.

[From Our Own Correspondent.]

Canton, 10th March. The second party of American round-the-world tourists, consisting of seven hundred odd members, is expected to arrive about the middle of this month on a contemplated visit to the city of Canton. The American Consul at Canton is reported to have communicated with H. E. Viceroy Yuan, informing him of the coming visit and requesting him to accord them adequate protection as was extended to the party last year. In reply, the Viceroy informed the Consul that, though the recent disturbances in Canton have been suppressed, the state of affairs at present is still unsettled. His Excellency therefore asked the Consul to advise the tourists not to extend their visit to the Southern Capital. The Viceroy's reply in which he declined to comply with the Consul's request will no doubt be learnt with regret by the touring party. The first party, who visited Canton last year, was welcomed by the people, and they were able to do the "sights" of the city of Canton without encountering any trouble. However, the Viceroy has now declined to extend his courtesy to the second party and alleged as his excuse the recent upheaval which has since been suppressed. This action on the part of the Viceroy was yesterday adversely commented upon by the local newspaper *Nam Yut Pao* as being inexcusable and tending to discourage foreign visitors to Canton in the future.

The past week's rain induced a Chinaman to wear a brand new umbrella yesterday. In the Police Court this morning he was fined \$5, or, in default, fourteen days' hard labour. The man elected to serve his time.

OPIUM SMUGGLING.

DRUG SEIZED ON "CHIYO MARU."

Those women who made use of the ladies' lounging-room on the *Chiyo Maru* on that vessel's recently ended trip from the Orient were not aware that hidden within the cushions on which they reclined and secreted behind the walls of the room were almost 200 tins of opium, valued, at a most conservative estimate, at \$5,000 (gold). It was not until a corps of searchers, headed by Customs Inspector C. J. Henniger, ripped open the upholstery of the room yesterday afternoon, reports the *San Francisco Chronicle* of 5th ult., and tore down the partition walls of the place that the valuable character of the unladen cargo was discovered.

That yesterday's seizure will be but the first of many to be made on the *Chiyo Maru* was the expressed opinion of the men engaged in the search yesterday. The number of hiding places found on the *Siberia* last month and the total value of the drug which was finally discovered is pointed out as an example of what may be expected during the latest search. On the *Siberia* opium was discovered in the life preservers, water coolers, within the piano in the ladies' cabin, secreted in the toes of rubber boots in the fore-cabin of the vessel and in hollowed-out places in the spare masts. Today a systematic search will be made of every hole and corner on the *Chiyo Maru*, and the inspectors are confident that before it is ended the total value of the opium found will exceed that of the drug located on the *Siberia*.

PRICE OF OPIUM RISING.

The hop funds of Chinatown—and those who indulge in the drug in the many "joints" outside of the Oriental quarter—are getting desperate at the lack of the means to indulge in their vice, and the price of the drug is steadily mounting every day. The tremendous profit which is to be made out of the drug when it is once safely landed here is what caused such frantic attempts to smuggle it in, as was discovered yesterday by the Government agents.

A tin of opium can be purchased in the Orient for about \$4, but by the time it gets here its value has enhanced several fold. A month ago the market value here of the tin purchased in China for \$4 was from \$20 to \$25. With the number of seizures which have taken place recently and the consequent loss to the smugglers of the expected profits, the value of a tin was set yesterday at from \$35 to \$50, and even in excess of this, should there be much difficulty in disposing of it. For this reason the smugglers can afford to have nine-tenths of their cargo seized and still make sufficient profit on the balance, if it is only landed safely, to well repay them for their trouble and danger.

SEIZURES WILL BE DESTROYED.

The opium seized yesterday was taken to the Government stores, where it will be kept until instructions are received from Washington to destroy it. It will not be sold, because of the law which prohibits its sale in this country, but will be destroyed by acids as soon as the instructions are received.

There was a rumour around the Mail dock that "Chick" Wallace, the alleged head of the opium ring on the Pacific Coast, was an interested spectator of the seizure on the *Chiyo Maru* yesterday. There was a man around the dock who, upon being questioned by the customs officials, said his name was Wallace, but he was not identified as the alleged head of the smugglers' combine. Wallace is said to be here from Los Angeles, and to have found a hiding place in Chinatown, from whence he is reported to direct the operations of the gang.

RECENT SEIZURES ON CHINA LINES.

Jan'y 17th—Opium to the value of \$10,000 is found in various parts of the steamer *Siberia*.

January 14th—More opium is discovered on *Siberia* in water coolers, life preservers and in the piano in the ladies' cabin. Value of this day's haul, over \$1,000.

January 17th—Inspectors find 25 tins of the drug in hollow posts on the *Siberia*.

January 18th—More of the drug discovered in rubber boots in fore-cabin of the *Siberia*.

February 4th—Cans of opium to the number of 195 are found hidden in the cushions and walls of the ladies' lounging-room on the *Chiyo Maru*.

KING Gustaf of Sweden has conferred upon Sir Robert Bredon the 6th class of the Order of the Polar Star.

THE gentry of Hupoh are reviving the agitation against the Central Chinese-Railway loan. China, however, is adhering to her undertaking in respect of the loan and an early settlement is expected.

MESSRS. Siemens & Co., the Hongkong agents for Remington typewriters, have issued a brochure highly extolling the recognised merits of the new models of these excellent machines.

THE agent of the Chinese Engineering and Mining Co. courteously informs us that the total output of the Company's three mines for the week ending 26th February, 1910, amounted to 17,064.30 tons and the sales during the period to 13,537.36 tons.

HIS Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 1 of 1910.—An Ordinance to amend the Pension Ordinance, 1862; Ordinance No. 2 of 1910.—An Ordinance to amend the Liquors Ordinance, 1909; Ordinance No. 3 of 1910.—An Ordinance to regulate the Law as to Oaths; and Ordinance No. 4 of 1910.—An Ordinance to amend the Official Signatures

Feas Ordinance, 1885.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie and Co. write on 11th inst.:

Business in local stocks has been fairly brisk during the week under review.

The Rubber market, after some hesitation, has increased in strength and most stocks show an appreciable advance on last week's prices, both in London and Singapore. Fine hard Para rubber is quoted in London at 10/3 per lb. this morning.

Banks.—Hongkong and Shanghai Banks are still offering locally at \$50. In London, the price has slightly improved to 288 1/2. Nationals are without business at \$73.

Marine Insurances.—Cantons are in good demand and sales have taken place at the enhanced price of \$170. North Chinas are still wanted at \$115. Yangtzes are steady at \$120. Unions have been sold at \$90.

Fire Insurances.—China Fires can be placed at \$109 ex the dividend and bonus of \$8. Hongkong Fire have been dealt in at \$360 and \$362 cum dividend and, are now wanted at \$335 ex the dividend of \$7.

Shipping.—China Manillas are slightly weaker with sellers at \$7 and Douglasses at \$32. Hongkong, Canton and Macao Steamboats have found buyers at \$304. Indo-Chinas continue in demand at \$63, and in the North at \$18. 84. Shell Transports close with buyers at 78s. after sales at 80s. Small sales of Star Ferries at \$26 have taken place.

Refineries.—China Sugars have again received considerable attention, the price, after dropping to \$153, has since recovered and \$170 is now freely offered. Luzons are inquired for at \$33. Perak Sugars have had another sensational rise and are now quoted at \$140 after sales to the North at \$130 and \$125.

Mining.—Raubs are firmer with buyers at \$6. Chinese Engineering and Mining Co. are wanted at \$18.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have again receded and can now be bought at \$64. Shanghai Docks are a little firmer with buyers at \$13. 83. Kowloon Wharfs have strengthened considerably and sales have taken place as high as \$63. Shanghai and Hongkong Wharfs are lower at \$127.

Land, Hotels and Buildings.—Hongkong Lands have been ruling strong and have found buyers at \$202; at this price, however, a few shares are obtainable. Humphreys' Estates are in favour at \$74. Hongkong Hotels have been sold at \$110 for the old shares and at \$85 for the new.

Cotton Mills.—Hongkong Cottons are obtainable at \$5. Ewos have further weakened to \$13. 13. Other Northern Mills, according to latest mail advice, are: Internationals \$13. 64. Lau Lung Mow \$11. 71. Soychees \$13. 370.

Miscellaneous.—Dairy Farms continue strong and sales have taken place at \$18. China-Borneo have buyers at \$10 and Hongkong Electric at \$21. Green Islands are offering at \$71. China Lights at \$64 and China Providents at \$84. Shanghai Sunatras, after touching \$152, have again hardened and sales at \$159 have taken place. Langkats have improved to \$18. 1085.

Rubbers.—Allegars are quoted at 7/6. Anglo Malays, after receding to 30/- during the early part of the week, have improved and can be placed at 37/9. Castlefields are also firmer at 95/-.

Damansars are steady at 150/- and Goldcondas at 125/-. Highlands and Lowlands close firmer at 127/6. Kuala Lumpur show an improvement on last week's quotation and as high as 170/- has been paid. Liggies are quoted at 47 1/3 ex rights to new issues. Ledburys have strengthened and have buyers at 95/- but none are obtainable under 102/6. Saggas show a considerable advance and 220/- has been reached. Shellfords are quoted at 65/- and Sekongs at 27/6 premium. Sungei Kapars have risen to 137/6. Carey Uniteds have been sold at 21/6 premium during the week. Eastern Internationals have been in strong demand closing with buyers at 30/- premium. Sales of United Serdangs have taken place at 125/- and London Asiatics at 130/-. Balgowies are steady at \$170 (Strait). Indraginis were sold as high as \$48 (Straits), but at the close came easier at \$45. Sandycrofts have again come into demand and have buyers at \$34 (Straits). Sales of United Singapore have been put through at \$2 (Straits) and Glenaclys at \$24. Singapore and Johores are possibly obtainable at \$750 (Straits).

Exchange.—The Bank's selling rate on London is 1/8 13/6 on demand. The 7/1 rate on Shanghai is 74.

PUBLIC HOLIDAYS.

OFFICIAL DATES FIXED.

It is notified that the following public and Bank holidays will be observed as Government holidays:—

Good Friday, 25th March.
King's Birthday, Wednesday, 9th November.
Monday, 26th December.
Monday, 2nd January, 1911.

BANK HOLIDAYS.
Easter Monday, 26th March.
Whit Monday, 16th May.
Monday, 1st August.

PUBLIC AND BANK HOLIDAY.
Victoria Day, Tuesday, 24th May.
His Excellency the Governor has been pleased to appoint Saturday, the 26th inst., to be observed as a public holiday.

THE Indian who was charged with the abduction of a Chinese girl from the custody of her mother was this morning sentenced to one month's hard labour.

THERE will be laid before the meeting of the Sanitary Board on Tuesday next, a report of the select committee appointed to consider and deal with the question of the removal of cellars and their fittings.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Marks.

NOTICE is hereby given that FOSTER-MCCLELLAN Co. of 8, Wells Street, Oxford Street, London, England, 240 and 248, Michigan Street, Buffalo, New York, U.S.A., and 76, Pitt Street, Sydney, New South Wales, Australia; Manufacturers, have on the 7th day of December, 1909, applied for the registration in Hongkong in the Register of Trade Marks, of the following Trade Marks:—

No. 1 consists of the representation of a man's head and shoulders surrounded by the representation of a human eye with a bird's wing on either side, on one wing being the name "Donna's" and on the other the word "Specialities."

No. 2 consists of the representation of a leaf resembling a holly leaf wherein is inscribed the words "Donna's" and "Kidney Pills."

In the name of FOSTER-MCCLELLAN Co. who claim to be the sole proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following goods in Class 3—No. 1 in respect of Chemical Substances Prepared for Use in Medicine and Pharmacy, and No. 2 in respect of Pills.

Facsimiles of the Trade Marks can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 10th day of March, 1910.
FOSTER-MCCLELLAN Co.,
EDWIN MCCLELLAN,
Director.

In the Matter of the Patents Ordinance, 1892, and in the Matter of the Patents Amendment Ordinance, 1909,

and
In the Matter of an application made by ERNEST WRIGHT, of St. Mary's Cottage, Wexwell Lane, Pinner, Middlesex, England, Engineer, for a grant of Letters Patent for an Invention for "Improvements in Machines for decorating the fibrous leaves or stems of plants."

NOTICE is hereby given that the Petition, Declaration and Office Copy of the complete Specification required by the above-mentioned Ordinances have been duly filed in the Office of the Registrar of Trade Marks of Hongkong and that an office copy of the Letters Patent will shortly be filed and that it is the intention of the above-named ERNEST WRIGHT by MATTHEW JOHN DENMAN STEPHENS his Solicitor and Agent to apply to His Excellency the Governor for Letters Patent for the exclusive use within the Colony of Hongkong of the said invention.

Dated the 10th day of March, 1910.
MATTHEW J. D. STEPHENS,
Solicitor for the Applicant.

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a Temporary Pier over Crown Fore-shore at and off Soy Street, Mongkok, to be held at the Office of the Public Works Department, by Order of His Excellency the Governor, on MONDAY, the 14th day of March, 1910, at 3 P.M., for a term of 1 year commencing from the 1st day of April, 1910.

PARTICULARS OF THE PIER.

At end of Soy Street (Mongkok), Kowloon.

100' by 100' (1,000 square feet).

Upst. Price.

Hongkong, 12th March, 1910.

Events Coming.

Saturday, 12th March.
Boxing "Bill Lewis" vs "Battling Simms," City Hall.

Monday, 14th March.
Hughes and Hough Auction sale of Leasehold Property, noon.

Tuesday, 15th March.
China Borneo Company Limited, Annual Meeting, at St. George's Building, noon.

Wednesday, 16th March.
Living Foundation Store of Hongkong University, 4 p.m.

Thursday, 17th March.
St. Patrick's Club Concert, 8.30 p.m.

Friday, 18th March.
Hughes and Hough Auction sale of furniture at "Ian Mor" Peak Road, 2 p.m.
Bandmann Opera Co., "The Arcadians" City Hall, 9 p.m.

Saturday, 19th March.
Hughes and Hough Auction sale of Jewellery, 10.45 a.m.
Green Island Cement Company annual meeting, at St. George's Building, 11.30 a.m.
Hughes and Hough Auction sale of furniture at "Ian Mor" Peak Road, 2 p.m.
Hongkong Volunteer Corps, Annual Inspection, at Causeway Bay.
Bandmann Opera Co., "The Arcadians" City Hall, 9 p.m.

Sunday, 20th March.
Boxing Tournament at Belle View Stadium.

Monday, 21st March.
Bandmann Opera Co., "Our Miss Gibbs," City Hall, 9 p.m.

Tuesday, 22nd March.
Hughes and Hough Auction sale of Jewellery, 2.30 p.m.
Bandmann Opera Co., "Our Miss Gibbs," City Hall, 9 p.m.

Thursday, 24th March.
China Sugar Refining Co., Ltd., Annual Meeting, at the offices of Jardine, Matheson & Co., Ltd., 11 a.m.
Luzon Sugar Refining Co., Ltd., Annual Meeting, at the offices of Jardine, Matheson & Co., Ltd., 11.30 a.m.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Marks.

NOTICE is hereby given that NESTLÉ & ANGLO-SWISS CONDENSED MILK Co. (a Company incorporated under the Laws of Switzerland), of Cham, Switzerland; and St. George's House, 6 & 8, Eastcheap, London, England; Manufacturers, have on the 6th day of August 1909, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

No. 1 consists of the representation of a man's head and shoulders surrounded by the representation of a human eye with a bird's wing on either side, on one wing being the name "Donna's" and on the other the word "Specialities."

No. 2 consists of the representation of a leaf resembling a holly leaf wherein is inscribed the words "Donna's" and "Kidney Pills."

In the name of FOSTER-MCCLELLAN Co. who claim to be the sole proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following goods in Class 3—No. 1 in respect of Chemical Substances Prepared for Use in Medicine and Pharmacy, and No. 2 in respect of Pills.

Facsimiles of the Trade Marks can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated this 10th day of March, 1910.
NESTLÉ & ANGLO-SWISS CONDENSED MILK Co., LONDON,
M. WILSON,
Manager.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship.

"GLAMORGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th March, at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 a.m. on the 23rd March. No claims will be admitted after Goods have left the Godown nor will they be recognised if presented after 10 days of the vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 12th March, 1910.

SALON-CINEMA THEATRE,
WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG
OF
MR. CARL WALLNER, Whistler and Comedian.

AND
MISS ADA KING IN HER NEW REPERTOIRE.
EXCELLENT FILMS. DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.
First commences: 6.30 half-price. Second commences 9.15.
MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.
Hongkong, 8th March, 1910.

CLARETS & SHERRIES.

BEST VALUE GIVEN.

Medoc, St. Emilion, St. Julien, St. Estephe,

Ch. Larose, Ch. Mouton Rothschild.

Manzanilla, Amoroso, Fino Seco, Amon-

tillado, Vino de Pasto, Grand Old

Brown.

H. PRICE & CO., LD.,
WINE MERCHANTS,
12, Queen's Road.

Telephone 135.
March 4th 1910.

Intimations.

SAUSAGES

OWN MAKE

EXCELLENT and DELICIOUS.

Pure Pork

AND

Beef Sausages

at 35 cents & 25 cents

per lb.

THE DAIRY FARM

Co., Ltd.

Hongkong, 12th February, 1910.

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SEALED TENDERS in duplicate will be received at the R. N. Hospital until 10 A.M. on the 21st March, 1910, from persons desirous of supplying BEEF, MUTTON, FOWLS, PORK, BREAD, CHEESE, PURE COWS MILK, AERATED WATERS, ICE, and other Provisions, and necessities for the year ending 31st March, 1911.

Sealed Tenders in duplicate will also be received for COAL (Akaiki and Yubari), Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.

The right to reject the lowest or any Tender is reserved.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between Chioh, Japan and Enfoke via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 47 days.

Via New York 49 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, SWATOW & NINGPO.	CHOYSAH	TUESDAY, 15th Mar., Daylight.
SINGAPORE, PENANG & CALUTTA.	LAISANG	TUESDAY, 15th Mar., Noon.
KOBE	LOONGSANG	FRIDAY, 18th Mar., 4 P.M.
TIENTSIN	CHONGSHING	FRIDAY, 18th Mar., 4 P.M.
MANILA	YUEHSAW	FRIDAY, 18th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	YUEHSAW	FRIDAY, 18th Mar., 4 P.M.
SINGAPORE, PENANG & CALUTTA.	KUTSANG	MONDAY, 4th April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 12th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HANKOW	"SHANGHAI"	13th Mar., Daylight.
SHANGHAI	"CHUNGKING"	13th Mar., Daylight.
SWATOW & CHINKIANG	"KWEILIN"	13th Mar., Daylight.
MANILA	"YUNNAN"	15th Mar., 4 P.M.
SHANGHAI	"CHUNAN"	17th Mar., 4 P.M.
SHANGHAI	"LINAN"	20th Mar., Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st Mar., 4 P.M.
MANILA	"TAMING"	22nd Mar., 3 P.M.
SHANGHAI	"ANHUI"	24th Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports: DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinshui*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

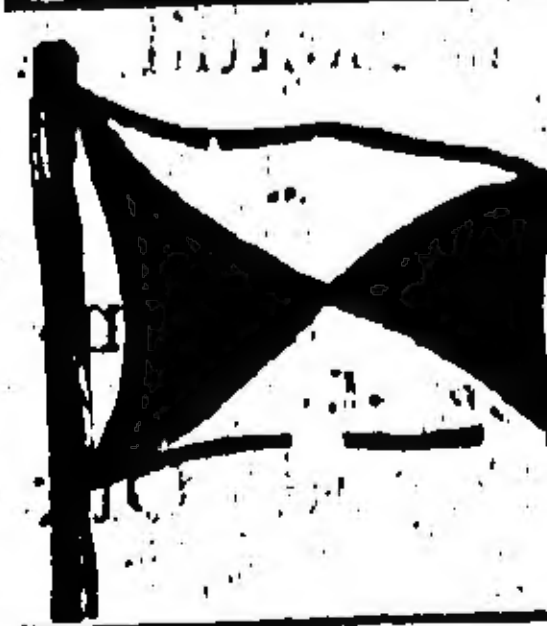
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16 Hongkong, 12th March, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	5540	A. Fraser	MANILA	SATURDAY, 19th Mar., at Noon.
LAURO	5540	R. Rodger	"	SATURDAY, 26th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 12th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
Captain G. C. Cuddy, will be despatched as above about 1st April.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"GLAMORGANSHIRE,"
Captain H. O. Norris, will be despatched as above about 1st April.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do.	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Moriyama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 17th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU," and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th March, 1910.

T. ARIMA, Manager.

Hongkong, 12th March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP	"ATSUTA MARU" Capt. W. Thompson, Tons 9000	WEDNESDAY, 16th Mar., at Daylight.
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAGAWA MARU" Capt. J. Nagao, Tons 7000	WEDNESDAY, 23rd Mar., at Daylight.
	"HI-AOHI MARU" Capt. N. Mathieson, Tons 7000	WEDNESDAY, 30th Mar., at Daylight.
	"MIYASAKI MARU" Capt. T. Murai, Tons 9000	WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C., & SEATTLE

"KAMAKURA MARU" Capt. K. Kori, Tons 6500

SATURDAY, 23rd Apr. From KOBE.

VICTORIA, B.C., & SEATTLE

"AWA MARU" Capt. S. Ishikawa, Tons 7000

TUESDAY, 29th Mar., at Noon.

VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"INABA MARU" Capt. K. Kawa, Tons 7000

TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE

"KUMANO MARU" Capt. M. Winkler, Tons 6000

FRIDAY, 18th Mar., at Noon.

VIA MANILA, THURSDAY

"YAWATA MARU" Capt. T. Sekine, Tons 5000

FRIDAY, 15th April, at Noon.

BOMBAY, VIA SINGAPORE

"COLOMBO MARU" Capt. E. Combes, Tons 5000

TUESDAY, 22nd March.

SHANGHAI, MOJI AND KOBE

"YETOROFU MARU" Capt. A. Keith, Tons 5000

WEDNESDAY, 16th March.

KOBE AND YOKOHAMA

"IYO MARU" Capt. T. Harrison, Tons 7000

TUESDAY, 15th Mar., at Noon.

"KITANO MARU" Capt. E. Cope, Tons 9000

THURSDAY, 17th March, at Noon.

NAGASAKI, KOBE and YOKOHAMA

"YAWATA MARU" Capt. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

Fitted with new system of wireless telegraphy. *Cargo only. *Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS, and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

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Hongkong, 2nd March, 1910.

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(Subject to Alteration.)

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Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

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Hongkong, 12th March, 1910.

T. ARIMA, Manager.

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(Subject to Alteration.)

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Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

de.	Mo.	Tu.	We.	Th.	Fri.	Sa.	Su.
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	

M daunties morning.
N afternoo.

PINA STATION.

CAPTAIN.	LAST REPORTED
der S. T. K. Fuller	Hongkong
r. B. O. Ryan	Hongkong
Lukerbert	Hongkong
Hon. R. O. B. Bridgeman	Shanghai
mmander F. B. Noble	Hongkong
ter H. L. P. Heard	Shanghai
West... ..	Hongkong
der C. T. Borrett	Shanghai
mmander Thomas	Hongkong
ohn Nicholas	Shanghai
mmander B. J. Guy, V.C.	Hongkong
mmander Monars	Hongkong
mmander G. O. Heathcote	Hongkong
L. Farquhar	Hongkong
lmitous Baer	en route Singapore
mmander T. J. S. Lyne	Yangtze
F. C. Learmonth	Hongkong
J. W. Smith	Hongkong
mmander G. P. Leith	West River
mmander K. S. Roy	Yangtze
der R. Starnes	Hongkong
mmander J. White	West River
mmander H. R. Tickell	West River
mmander Alan Dixon	Yangtze
V. Barlow	Hongkong
ore H. Lyon	Hongkong
mmander H. R. Godfrey	Yangtze
mmander M. T. Arlay	Yangtze
mmander G. A. Freeman	Hongkong
mmander ... F. Douglas	Hongkong
mmander G. A. Freeman	Hongkong
mmander Jas. F. Knox	Yangtze
mmdr. H. E. V. Cottrell-Dorman	Yangtze
mmander G. R. Livingston	Yangtze

See last page.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,001,819	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$55.11	4 % \$560 sellers. London: £88.15 (ex div.)
National Bank of China, Limited	99,925	£7	£6	£4,000 \$550,000	\$50,552	\$2 (London 3/6) for 1908	7 % \$73 buyers
MAXINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$54,353 \$52,793 \$125,000	none	\$10 for 1908	7 % \$170 ea. & b.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 125,253 Tls. 125,253	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 114 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$105,249 \$682,609	\$2,454,907	Final of 3/7 making 54/- for 1907 and interim of 25/- for 1908	5 1/2 % \$910 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,204	\$77,637	\$12 and bonus \$3 for 1907	7 % \$250 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$10	\$1,000,000 \$23,668 \$138,502	\$375,341	\$6 and bonus \$2 for 1907	7 % \$809 ex div. b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,435,172	1,368,711	\$27 for 1907	8 % \$335 ex div. b.
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$20,000	\$1,035	\$2 for 1908	7 % \$77 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000	Nil.	2/- for year ending 30.6.1908	5 % \$50 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$607,500 \$103,541 \$19,100	\$10,766	Final of 5/12 for account 1910	8 % \$501 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£20,000 £20,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 % \$63 buyers
Do. (Deferred)	60,000	£5	£5	£20,000 £20,000	£13,755	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. 1909	5 % \$60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000 £2,000,000	£68,817	\$1.00 for year ending 31.12.1909	4 1/2 % \$26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000 \$48,980	\$5,121	\$5.50 for year ending 31.12.1909	3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$35,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$170 buyers
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$115,802	\$2 for 1907	5 % \$37 ea. & buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	none	Tls. 6,102	Tls. 10 for year ending 31.8.09	6 1/2 % Tls. 740 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	£175,000 £12,289	£1,421	Final of 1/6 making 3/- for 1909	7 % Tls. 183
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10 buyers
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	£4,372	Dr. £2,191	No. 12 of 1/- = 48 cents	56 buyers
DOCKS, WHARVES & GODOWNS.							
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$44,986	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000 \$26,806 \$40,000	\$10,102	None	\$62 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$88,442 \$221,000	\$12,755	Interim of 5/12 for account 1909	6 1/2 % \$64 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Interim of Tls. 21 for 1910	6 1/2 % Tls. 83 buyer
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 504,000 Tls. 185,000	Tls. 22,812	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 127 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 12	Tls. 100	Tls. 35,000 Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.12.09	5 1/2 % Tls. 102 sellers
Central Stores, Limited	50,123	\$5	\$5	\$50,123 \$50,123	\$4,641	\$1.20 on old and 60 cents on first new issue	5 1/2 % \$10 buyers
Hongkong Hotel Company, Limited	12,000	\$25	\$25	\$60,000 \$60,000	\$9,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	5 1/2 % \$110 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$50,000 \$50,000	\$27,911	Interim of 3/- for account 1909	6 1/2 % \$102
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$1	\$150,000 \$15,856	\$5,471	45 cents for 1909	6 1/2 % \$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$29	\$2 for 1909	5 % \$27 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,539,045 Tls. 300,000	Tls. 124,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 105 1/2
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.82 for account 1909	8 1/2 % \$223 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 350,000 Tls. 40,098	Tls. 10,992	Tls. 11 for year ending 31.10.09	5 1/2 % Tls. 132 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	\$250,000 \$25,000	\$8,551	50 cents for year ending 31.7.08	56 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,572	Tls. 7 1/2 for year ending 30.9.06	Tls. 66 sellers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,289	Tls. 6 for 1909	Tls. 75 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 31,172	Tls. 15,912	Tls. 50 for 1908	Tls. 380
MISCELLANEOUS.							
Bell's Arbitration Agency, Limited	8,604	12/6	12/6	£1,500 \$40,000	£648	15 % per share for 1908	10 % \$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1.20 for 1908	10 % \$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	50 % \$61 sellers
China Do. Do. special shares	50,000	\$1	\$1	none	\$1,407	80 cents for 1909	8 1/2 % \$81 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$1,000	\$1,893	\$1.20 for year ending 31.7.09	8 1/2 % \$18 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$3,756	Interim of 35 cents for account 1909	10 % \$37 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000 \$5,000	\$670	8 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	none	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$52 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$7616	Final of \$8 for 1909	10 % \$76 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$20,000	\$8790	Final of \$1 making in all \$2 for 1909	8 1/2 % \$214 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 68,234	Tls. 316,682	4th interim of Tls. 12 1/2 for 1909	6 % Tls. 1,085 1/2
Mitsubishi Bussan Kaisha, Ltd. (Landbouwen)	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 68,234	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$1,204	None	3 % \$12 buyers
Philippine Company, Limited	50,000	\$10	\$10	none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 159
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	None	25 % \$25 sellers
South China Mersing Post, Limited	5,000	\$25	\$25	none	Dr. \$31,096	40 cents for year ending 31.5.09	8 % \$41 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$72	60 cents for year ending 31.12.05	5 % \$10 sellers
Union Waterworks Company, Limited	50,000	\$10	\$10	none	\$344	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$128 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$2,615	Final of 30 cts. for 1908	6 1/2 % \$7 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 5,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 % \$80 buyers
William Powell, Limited	15,000	\$7	\$7	none	none	none	none

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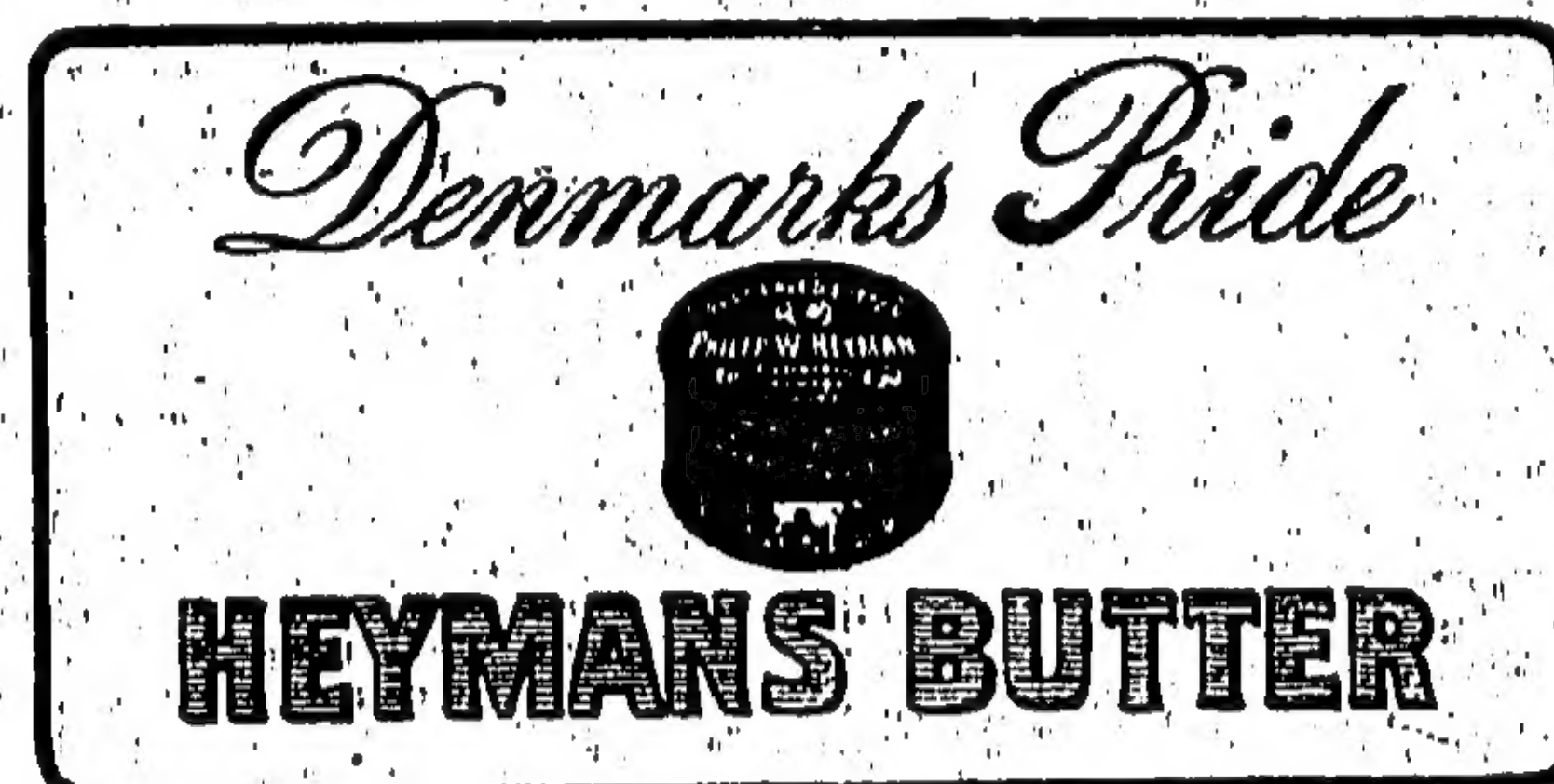
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MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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SATURDAY, MARCH 12, 1910.

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CONTENTS.

Births, Marriages and Deaths.

Leading Articles:—
China's Currency.
The Lack of Cohesion in China.
China's Currency Question.
Youthful Cigarette Fiends.
Millions of Dollars no object.

Meetings:—

Union Water Boat Co., Ltd.
The Hongkong and Kowloon Wharf and Godown Co., Ltd.
Ayer Tawah Rubber Plantation Co., Ltd.
Legislative Council.
The China Fire Insurance Co., Ltd.
Legal Intelligence:—
The Hongkong Bar.
The Administration Action.
Basel Mission Libel Suit.
Claim for Board and Lodging.

Poll:—

Landship at Hung Hom.
Street Walker Banned.
Ricksha Driver Hexed.
Alleged Armed Robbers Charged.
Robbery at Kowloon.
The Alliance Case.
The Assault on Allans.

Miscellaneous Articles and Reports:—

Buffet Race Meeting.
Rubber Speculation.
Notes by the Way.
Japanese Criminal Company.
A Question of Extradition.
Obstructing the Fairway.
Kowloon-Canton Railway.
Kowloon-Borneo Co., Ltd.
Opium Prohibition in China.
Rattan-Manufacture Industry.
The Dala Lama.
Slaves of the Slave Boom.
Boxing at the V.R.C.
New German Gunboat for Yangtze.
Water Return.
Robbery on the Shipping Trade.
Opium Smuggling.
China and Tibet.
Canton Day by Day.
Hongkong Flower Show.
Newchwang.
Chinchow-Aigun Railway.
Victoria Recreation Club.
The Influence of China on the West.
Interport Poit.
An Unfinished Voyage.
The Rubber Boom.

Industrial:—

XIII.—Rice Milling.
XIV.—Hongkong Electric Co.
Hongkong Hockey Challenge Cup.
A Mao-Eating Crocodile.
General Exports from Manchuria.
Turbulence at Quarry Bay.
Tram Pioneer.
Rowing Notes.
Kowloon-Canton Railway.
The Labour Question.

Commercial:—

Weekly Share Report.
Yarn Market.
Freight Market.
Bullion.
Exchange.
Local and General.

BIRTHS.

On March 1st, 1910, at Shanghai, to Mr. and Mrs. J. E. Lucas, a daughter.
On March 1st, 1910, at Shanghai, to Mr. and Mrs. H. G. Simms, a daughter.

MARRIAGE.

On March 3, 1910, at Shanghai, Geoffrey Herbert Wright, second son of William Wright of Clifton, Bristol, to Nora Elizabeth, second daughter of William Bowie Rogers, of Shanghai.

DEATH.

On February 28, 1910, at Shanghai, Charles Sturmann.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MARCH 12, 1910.

CHINA'S CURRENCY.

(7th March.)

The imposition of a higher rate of duty on Silver in India with its consequential drop in exchange as affecting the Colony, once again brings into prominence the question of the currency problem in China in respect to which Hongkong has long since been wedded. Professor E. H. Parker, of Manchester University, at a recent meeting of the Manchester Statistical Society brought to the notice of its members a paper on Chinese commerce, banking and economics, which is of special value in enlightening those who have little conception of the chaotic condition of China's monetary system. In the course of his remarks Professor Parker said that Manchester merchants will naturally be more interested in cotton goods than in anything else, and it is therefore sad to have to record, for 1908 a decrease in value of £15,800,000, which sum (had the £15,800,000 from the British manufacturers' sterling price and quantity point of view. Similarly, woolen and cotton mixtures declined by one-half in quantity, and by £15,100,000 in value. Woollens declined in quantity only, but not in value—£4, the Chinaman had to pay more silver for the same sterling value. The misfortunes of Lancashire, on the other hand, are the triumph of China, for the Shanghai yarn mills in 1908 distributed 88 per cent. more yarn than in 1907, and vast quantities are now being pressed and packed in Shanghai, shipped to Dairen, and thence taken by train straight to Moscow. As recently pointed out by Mr. Moreton Frewin in the *North American Review*, this all means that the yellow races, if they persistently hold on to a silver currency, will soon have us industrially at their mercy. The silver dollar (exactly the same in intrinsic value as the

American silver dollar, which has the conventional gold value of \$1.29, is only worth between 1s. 6d. and 1s. 9d.; and the fluctuation is so great that even during the past two years silver has fallen from 25 to 30 per cent. in relation to gold. This means that instead of paying the Manchester merchant 310 silver taels for £100 worth of shirtings, as in days of yore, the unlucky Chinaman has now to pay £100 for £100. No wonder that first the Bombay and Hooghly cotton mills, then the Japanese mills, and now the China mills springing up in every direction threaten to sweep Lancashire trade off the Eastern seas. Sixty or seventy Chinese, men and women mixed, can be hired for the same sovereign which pays only from four to six English mill hands for the day. No wonder there is talk of the American Steel Corporation starting rolling mills in Shanghai, which the Pekin Syndicate has just abandoned under "rights-recovery" pressure; just as, again, the boot mills of Canton have begun to cut in upon the British and American leather industries. A great future seems to lie before the Hanyang iron works for the same reason, whilst the coal and coke industries of Ping-tiang in Kiangsi province show signs of very great activity, even exportation of coke abroad. A British firm has tentatively speculated in the exportation of clean, nice-fitted Chinese pork from Hankow, and, however much we may ridicule the speculation, it certainly is a very striking sign of the times. Prof. Parker did not profess properly to understand currency questions, but, so far as he could see, China's safety consisted in maintaining a silver basis, and in keeping the standard of living as low as possible. Live the Japanese are beginning to see, despite their gold currency, that their true economic safety lies in the simplicity of personal wants. The saying, "Man needs but little here below," acquires new weight when applied to the restless luxury of our Western social system. Concerning Chinese banking, Professor Parker said that in principle it was very much the same as our own except that a larger proportion of the Chinese business was done in exchange pure and simple. The true currency of China was not silver in any form, still less gold, but hard bronze coins strung together in joints of a hundred so as to form a fulling of a thousand. There were several varieties of cash of different values, and hence, in spite of the activity in trade, in spite of the introduction of railways, of scientific mining and innumerable new industries, the economic condition of the laborious masses was more precarious at this moment than ever it was, and all trade transactions were in a state of uncertainty. The obvious remedy was a radical reform and standardization of the currency. But far reaching and injurious though all this petty tangle of copper "cash" payments might be, it was nothing when compared with the huge system of hopecuspus carefully nurtured by the first-class banking element who juggled with taels and dollars every day.

THE LACK OF COHESION IN CHINA.

(8th March.)

One of the exploded aspirations of patriotic Chinese would appear to be the proposal for the redemption of the national debt. That those responsible for the suggestion that the debts of China should be consolidated and met by public subscription were animated by the loftiest motives cannot be doubted, but it seemed evident from the first that it was doomed to failure on account of its Utopian grandeur. It was pointed out by promoters of the scheme that only a few of the four hundred millions of Chinese gave substantial aid to the National Debt Redemption Association (the fund raised would be amply sufficient to pay off the foreign creditors of China, which, if we remember right, amounts to some \$130,000,000). But while a few officials indicated their intention of subscribing the majority decided, in vulgar parlance, to wait and see how the cat jumped. They were taking no chances of throwing away their money, especially as the merchants and gentry manifested no special enthusiasm in the scheme. Nor is their attitude to be wondered at. China after all, outside the leisured and fortunate class, is inhabited by people who are practically on the verge of starvation all the time. If the rains are over-plentiful and the rivers burst their boundaries the peasants are immediately faced with the spectre of famine. Witness the condition of affairs along the West River when that stream was in flood a few years ago and the same thing is true of other parts of China which are less known than the populous river in question. It was almost absurd to expect that such a long-headed people as the Chinese would throw away their money without even the hope of a prospective return. When the Cantonese rushed to subscribe towards the building of the Canton-Hankow railway they had clearly before their minds the probability of the line paying handsome dividends, but such an idea could not be entertained where they were asked to make a free gift of their cash and dollars. The *Shanghai Mercury* prophesied a few weeks ago that China's effort to pay off her national debt by means of voluntary contributions was likely to come to naught and the prediction seems in a fair way to be realised. The same seems to be the fate of the Navy Fund. We have heard a good deal about promises of subscriptions, we have heard of none being paid, we have heard nothing of the appointment of a receiving office, for these subscriptions, and we heard nothing for some time of the subscriptions themselves. As far as can be ascertained the thing has ended in less than nothing, and it is probable that

this is no more than the official body expected, but that was no reason why the shekels should not be gathered in whilst some were in a generously patriotic frame of mind. Many attempts were made to "boost" the fund, including promised subscriptions from princes and nobles and a carefully calculated rumour that the ever-beneficent United States, sympathising with a nation struggling to pay off a debt that some half dozen of their own millionaires would regard as about the cost of a week-end at Newport, intended to return one-fourth of the Boxer Indemnity as a subscription to the fund. In spite of these inducements the enthusiasm is spent, the future is over, the stream of subscriptions has become a tiny trickle barely sufficient to float the necessary postage stamps to their destination and we hear nothing more now of either the Navy Fund or of the National Debt Redemption Association. Perhaps it is as well; for what does China want with a navy, and why should she worry herself about a debt the actual service of which she can meet without difficulty if her finances are regularized? There is no reason whatever why China should not be content with such davy, as she has for the present and devote her energies to making the best of her resources. This she seems determined not to do. There is wisdom in these words of our contemporary and in the same vein of sarcasm it continues: "We learn that the Anhui Mining Concession, so well and so lamentably known as the Tungkuanshan Affair which was the property of a British syndicate of which Sir John Lister Kaye was the leading spirit, is to be bought back by the Chinese Government under pressure from the gentry, and of £52,000. It appears that the holders of the concession have already spent some £48,000 in the preliminary development of the concession and that there was one to the value of over three-quarters of a million sterling in sight. When the Anhui folk had found out what a vast source of wealth had been lying under their feet for ages without being drawn upon they became angry and put every obstacle in the way of the development of the mines, and even when they were offered a share in the enterprise they declined to have anything to do with it unless the foreigners were completely ousted. It is unnecessary to follow the whole story in detail. The upshot is already known: exit foreign capital, enter—what? Nobody knows. Probably nothing." The importance of foreign capital and foreign labour to China is borne out in other directions. It is useless at this juncture for China to imagine that she can do everything for herself. Her army is the creation of foreigners, what is left of her navy is the remnant of a navy built up by foreigners that would have been able to give a good account of itself for ignorance and stupidity and corruption ashore. Her only reliable revenue comes from the Imperial Maritime Customs and that has been built up by a foreign staff. There is not a single sphere of political and national activity in which China has made progress without the help of foreign brains and guidance. Perhaps the writer in condemning wholesale the Chinese administrators are going a step too far, but there is truth in the statements from the fact that when men like Yuan Shi-kai and the late Chang Chih-tung proved their ability they were summarily dismissed and even a forceful statesmanlike Shum against whom the Chinese can have no grievance as to his foreign proclivities because they are his, is allowed to rust in retirement. What is the remedy then? China, we are told, needs new life, new energy, new motive, new driving power. So far she has but been tickled in the ear by foreign energy. She needs to wake up thoroughly and put forth her immense strength in an active and not in a passive form. This she cannot do so long as divided councils prevail, so long as the provinces are content to bluster and Peking is content to be browbeaten. It is not suggested that the foreign powers, which are united in a common resentment against China's procrastinating characteristics, will do more than make diplomatic suggestions on the advisability of engaging foreign advice especially in her railway ventures, but it is submitted that there are forms of foreign interference which would be much more galling than a straight up and down fight and this China may to her sorrow and discomfort discover. Our contemporary in Shanghai observes that it is almost certain that the foreign Powers have not the slightest intention of partitioning China, but whatever their intentions may be there is nothing in the world to prevent China falling to pieces, even at this time of day, if the various elements in the country do not exercise themselves in the direction of cohesion. Just as the various members of the solar system are held together by gravitational forces, and each assists to hold the other in its place, so China must keep place in the family of nations by accepting aid and strength from the other nations; and just as the various bodies are held in shape and form by molecular attraction so must China retain her integrity and her form by the close binding together of every portion of her Empire.

CHINA'S CURRENCY QUESTION.

(9th March.)

Of all the questions which concern the prosperity of China probably there is none which has received a greater degree of attention than that relating to the currency of the Empire. It has inspired the pens of writers of the most diverse views, it has been the subject of treaties and conventions, it has been dealt with in edicts and memorials ad nauseam, it has exercised the wit and intelligence of British and American financiers, and above all, the vulgar chaos into which

the currency system has been plunged has created a situation in Hongkong and Shanghai, the two chief distributing centres of foreign commerce in China which is absolutely indefensible. It is with weary reiteration that we have referred to the terms of the Mackay Commercial Treaty of 1902 which laid it down precisely and explicitly that "China agrees to take the necessary steps to provide for a uniform national currency which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by British as well as Chinese subjects." And still nothing has been done to remedy the lamentable evil which has been brought about by the supreme lethargy of the Imperial Chinese Government to tackle the question in an attempt to unravel the tangle which exists in China's currency. Sir Alexander Hosie, the British commercial attaché to China, showed in a White Paper issued a few years ago how the vagaries of the currency affected the international trade of the Empire, how, in contiguous provinces the values of silver differed to the extent of two or three hundred cash, thereby hampering and restricting native industries and commercial dealings in native products and especially enhancing the complexities of foreign traders. In Hongkong the question of overcoming the original difficulties of the subsidiary currency has become historical and the Government with all the talent of the financiers of the Colony at its command confesses that it is practically impossible to devise a satisfactory way out of the impasse. When we find that one day a Hongkong banknote stands at a premium of 9 to 10 per cent and that economical people find it worth while to visit the money changer daily before visiting the markets one can realise how it is that the price of all household commodities continues to increase. The fluctuations in the value of the white metal are also a source of perpetual trouble to the mercantile community and handicap the simplest of business transactions in a manner that is almost incredible. An able writer in the *National Review*, who has been contributing a series of articles to the Shanghai publication on Chinese affairs, takes up the subject in the latest issue of that journal, but we are afraid that he is as far off from discovering the solution as Dr. Crook was in planting the Stars and Stripes on the North Pole. Nevertheless his theories are as interesting as his style is philosophical. In considering the attitude of those in China who are opposed to drastic reforms in the currency of the Empire he says: "The objectors are first and foremost those who have vested interests. Besides them there are hide-bound conservatives incapable of appreciating anything newer than the beginning of the last dynasty. These latter will oppose a new monetary system simply because it is new. 'Cash' was good enough for their grandfathers: it is good enough for them. If there is a different value to the tael in every province now, so there was in the days of the Ming. Men weighed their silver then, why not now? These excellent people forget that times have changed. Many of them have never seen the new life of a foreign Settlement. They know that there are such things as railways because their newspaper tells them so, but they do not know that what the railway means in the world of travel, a modern currency means in the world of business, viz., a saving of time, together with greater certainty in operation. All that is wanted to convince such as these is experience." Of course that is largely academic, and the writer scarcely gets beyond that stage when he says that, "To such old-world objections, and there are many of them, there must be added the arguments of the interested. There are the old-fashioned bankers who hitherto have pretty well monopolized the financial profits of native trade. If the new system is to cut at the root of their gains, then it is hard natural for them to kick, and kick hard, against change. If there are a good many Shanghai men, bankers by birth, bankers by descent from other bankers by generations, we need not be surprised if they strenuously oppose everything tending, as they may now think, to their detriment. But we do not anticipate that such opposition will be of very long continuance in their case, for the simple reason that they are possessed of sufficient insight into the true nature of things to discern that in the end the new system will mean as great a total of profit as the old, by reason, for one thing, of the great amount of business that will be done." He argues that the people may be inclined to consider the claims of the money-changers who "will simply be ruined" were there any change in the existing system and says: "Then there is another class which may argue that China has got on all right without the new-fangled things now being forced on her. That is not true. China has never got on 'all right.' She is one of the poorest of lands, and her people the poorest of people. Only by using the best means can she rise to the higher level of other lands. Besides, even if it were true that she had done so well in times past, there is no reason why she should not do better in the future. Whether it is a fact that time to come." China is one of the "poorest of lands" is certainly a moot point; at all events it is open to argument, unless the writer means that individual Chinese are among the very poor of the nations, a fact which will not be disputed. But to say that the Empire as a whole is poor, that it is "one of the poorest of lands" will not hold water. He goes on to refer to the disinclination of the Chinese to accept foreign help and proceeds: "One argument, which is not without weight, is that the new system, which we are supposing will eventually be based on gold, would, instead of benefiting them, be detrimental. It

cannot be denied that the tendency of all lands is to buy in the cheapest market, and for gold countries that would be found where the currency was silver. This, therefore, would tend to the growth of exports. We see that tendency now in operation in China. But export trade is but half the commercial work of a country. What of the imports? Just as exports become cheap, imports grow dear. The loss would counterbalance the gain. Indeed, the whole argument is based on an old and exploded idea that it would be a good thing for a country to export everything and import nothing. By that means she would grow rich beyond the dreams of avarice, it was thought. Nobody now but laughs at such an idea. There is nothing in that view to which reasonable people will object, but the difficulty will be to convince the Chinese of the truth of the argument. Coming to the crux of the matter the writer in the *National Review* puts the position in this wise: "If China needs further hints as to the speedy desirability of a change, the experience of the present week should supply them. When everybody hoped and thought that there was a chance, for at least a period of stable, if not of rising, exchange there suddenly comes a drop of a halfpenny or more in a single day! What can the honest, careful merchant do under such circumstances? He is practically forced to be a gambler whether or no? Profit is turned to loss, hope to despair, and a promising outlook to a gloomy certainty. There is no escape from such risks either, unless China, in common with the rest of the world, throws in her lot with the stable standard, gold. It is absurd to say that she cannot get it, that it is costly, and so on. She can buy guns, and machinery, and foreign products of all sorts. Gold is but another product. It can be got as other products are got, and it has this advantage over most of the rest: it is practically indestructible." The suggestion that China can afford to buy guns, etc., seems to contradict the statement regarding the poverty of the country, but we may let that pass. While we have said the article in question is interesting, it adds little or nothing to our knowledge. It only says in another way that the difficulties surrounding the currency question grow greater every day. Possibly a way will be found in the near future to rehabilitate China's currency and such a consummation is devoutly to be desired.

YOUTHFUL CIGARETTE FIENDS IN HONGKONG.

(10th March.)

One of the many forms of mild dissipation which have been condemned out of hand by one section of the medical profession and regarded with a certain degree of tolerance by the other is indulgence in the habit of tobacco smoking. We have seen the cigarette habit described in terms that were almost equal in their rancour to the most perfervid denunciations of the opium habit and on the other side the medical supporters of the consumption of tobacco through the medium of the cigarette have been no less strong in maintaining that little or no harm is done by this form of smoking. Of course, in such matters there are always two sides to the question and the difficulty is to distinguish between the value of the respective opinions. Wherever there is over-indulgence harm is bound of necessity to accrue, but if there is any real injury done by the smoking of tobacco in moderate quantities one would fancy the effects would be apparent in the Far East generally, and in Hongkong in particular, where old and young, men, women and children, daily enjoy their quantum of tobacco in the various forms in which it is prepared. And yet it cannot be said that there is any real evidence of the pernicious effects of indulgence in what is cheerfully known as the "fragrant weed." While the members of the seafaring community visiting Hongkong almost invariably cling to the pipe, and the taipans to the cigar the average youths pin their faith to the humble cigarette, and it is no uncommon sight to see Chinese ladies of the middle classes unostentatiously puffing away at the last-named even in the public street. Now, what are these consumers of tobacco rendering themselves liable to by their habit, which is regarded with so much disfavour by certain bigots? The question is answered by Dr. Walter Lawton in a paper contributed to the *Pharmaceutical Journal* which is quoted by Mr. Frank Browne, Government Analyst, in his report on opium which was tabled at the last meeting of the Legislative Council. In that paper Dr. Lawton wrote:—"Tobacco is frequently smoked to the full extent of a person's capacity for its enjoyment, and it is hard to say what a moderate dose of tobacco-smoke really is. But the consumption of from a half to one-ounce of the strongest forms of tobacco, shag or cavendish, daily, is found, sometimes to cause unpleasant symptoms, after ten or fifteen years. These symptoms are: Tremor, the commonest, fine, rhythmical and intermittent; giddiness; vaso-motor effects, coldness of the extremities, pallor of face and sweating of forehead; sleeplessness—what has been called intra-nocturnal insomnia—the sufferer goes to bed and to sleep, but wakes after two or three hours to spend a night of unrefreshing dozes; tobacco-amblyopia, vision goes down to 6/24, 6/60, or less, the patient, as in the case of cataract, sees best in twilight, and there is a characteristic central scotoma for red and green. This is, of course, of the greatest importance in sailors and engine-drivers. It is especially caused by smoking on an empty stomach, and occurs most frequently in cases of extensive tobacco smoking accompanied by alcoholism. The most unpleasant form of tobacco poisoning

is caused by a combination of beer drinking with the excessive smoking of cheap cigarettes. This mixture of evils is very potent in causing pharyngitis, intermittent heart, and mental "depression." Truly such a list is calculated to frighten the most confirmed user of tobacco in any or all its forms, but we think even smokers themselves will agree that there is much to be said against the use, not to say the excessive use, of cheap cigarettes. At the present time the Hongkong market is flooded with cheap cigarettes, made of the commonest tobacco and "got up" in the most attractive style. That these are bound to exercise a pernicious effect on the nerves, cannot be gainsaid, especially in the case of the young who are only habituating themselves to the custom of smoking. The question is then: Can the tobacco market in this Colony be purged of this cheap and nasty product? While we do not believe that the Government could very well forbid the importation of all kinds of tobacco we certainly do hold most strenuously that a check should be placed on the sale of tobacco to children under the age of 16 years. It might be suggested that one way of dealing with this undoubted evil would be to impose a tax on cigarettes but we scarcely think that such a course would have the desired effect. It would be costly to collect and the return would be entirely incommensurate with the expenditure involved. Whereas if it were made an offence to sell cigarettes to children of tender years and unformed habits a direct blow would be struck at the root of the evil, and what is more it would have the support and approval of the most pronounced and confirmed smokers. Such a course has been tried with success in London, New York and elsewhere with the happiest results and there is no reason why the plan should not be put into execution with equal success in Hongkong. At all events the Government would be doing a service to the Colony and to the rising generation if the idea were adopted in Hongkong.

MILLIONS OF DOLLARS NO OBJECT.

(11th March.)

In those honeyed words with which His Excellency the Governor charms the members of the Legislative Council, the revised estimates of the cost of the railway from Kowloon to Canton were presented at yesterday's meeting of the Legislative Council. We quite appreciate the fact that the Governor is very much at the wit of those in charge of the undertakings for which His Excellency has to stand responsible, but we should not fancy that those who have to a certain extent misled the people who have to pay the piper will feel very satisfied with the story told concerning the railway. All along it has been increase on increase, millions on millions, deflections and insipidities. It was with the courage of a Crusader that Sir Frederick Legard told yesterday how the original estimate as to the cost of completing the construction of the 23 miles of line had risen from eight million dollars in 1907 to over twelve and a quarter million to-day. That is no small sum, if we consider the matter in its proper light; the evidence is, indeed, a serious inroad on the finances of the Colony. As a matter of fact, at this rate, the railway may become an incubus more than anything else, a sort of Old Man of the Sea. But the millennium is coming, for it is not laid down that the line is to be open to traffic in July next and that it will be completed by December of this year. The figures show that for every mile laid on the British section of the Kowloon-Canton railway something like \$53,800 will have to be paid. Credit the total amount to the way if necessary, but the sum of over twelve million dollars to be liquidated by the Colony. How many of us will live to see that enormous financial engagement fulfilled by a Colony which, but for the unexpected resources of the Opium Farm, would have been on the verge of insolvency, is just capable of paying its way and keeping the brokers at arm's length? In his joyous spirit of optimism, His Excellency spoke of the admirable work done. We will grant that the work done has been admirable, although we do not necessarily admit the announcement that the extra are due to the failure of those in charge of the railway to remember that such a sum of interest on capital expenditure and loss on exchange should be included in an estimate, should be blindly passed over. We do not even ask what the final revised account is likely to be. Fortunately, for the nonce we can leave that over. But what we should like to know is this—Who was originally responsible for the idea that the railway was a mere palfrey affair, which was only likely to cost a few million dollars, compatible with its extent and commensurate with its value? His Excellency the Governor dated his remarks from 1907, but the railway was in course of construction long before that time. Every reader possessed of the bowels of compassion will commiserate Sir Frederick Legard on the fact that he is to shoulder the burdens of others, of saddles not of his own making, but that makes the matter no better from the point of view of those who have to "pay, pay, pay." We do not yet know whether the Colony may not have yet to pay four lakhs of dollars in excess of what was estimated for the privilege of erecting a terminal station. Such is one of the advantages of living under the thumb of those who know little or nothing about the railway. We refer, of course, to the Crown Colony long before the time when the railway was a mere palfrey affair, which was only likely to cost a few million dollars, compatible with its extent and commensurate with its value? That is a phrase which we have seen before, and while we can honestly attribute to the Governor the intention of ascertaining a rigid economy, it must always be borne in mind that His Excellency is necessarily bound to respect the recommendations of his principal subordinates. And there are few subordinates who, when dealing with public money, are on the side of parsimony. Take it as you will, the tale of the railway is not a happy one. We need only instance the case of what is officially termed, "defective bridges" which says so much of bridges that had to be blown up, of bridges washed away, of bridges founded on mud, of bridges that could hardly bear the strain of a construction line. There are more

UNION WATERBOAT CO. LD.

ANNUAL MEETING.

The fifth ordinary annual meeting of the Union Waterboat Co., Ltd., was held at the company's office this afternoon. Mr. G. H. Medhurst (chairman of the consulting committee) presided. There were also present: Messrs. J. W. O. Bonnar, Duncan Clark, C. G. Gok, T. Kusumoto, R. Shewan (consulting committee), E. G. Barrett, G. R. Edwards, J. D. Auld, E. A. G. May, J. S. Roach, and S. R. Carilli (secretary). The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen.—The report and accounts having been circulated, I propose to take them as read. I regret the results of last year's working are not so favourable, but considering the well-known depression that has existed in the shipping trade, shareholders I think will not be surprised at the falling off of profit on trading; coincidental with this it has been our misfortune to have to meet the cost of exceptional repairs. Damage to the extent of \$7,000 was caused by the typhoon of October 20th, and bills for repairs and maintenance were very heavy indeed, all of which however have been debited to working account. I am glad to say we have been able to dispose of our two oldest boats during the year though the price realised was only some \$3,300. The boats being expensive to run and too old and dilapidated to repair we considered it in the best interests of the company to sell them at what after all was their break-up value. The remaining boats taken over from the Hongkong Steam Waterboat Co. have been thoroughly overhauled and repaired, and our Superintendent reports that all our boats are now in first class condition. I hope, gentlemen, you will approve of the balance of profit and loss account being transferred to a special repairs account. I would mention that the object of this special account is to form a fund to cover exceptional repair bills we may have to meet, and also to serve as the nucleus of an insurance fund for such of our boats as are uninsured. With the improving conditions of trade the prospects for the present year are distinctly more favourable and I think we can reasonably expect better results in the future. Now I beg to move that the report and accounts be received, approved, and adopted; after this resolution has been seconded I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. R. Shewan seconded.

Motion carried unanimously.

Capt. J. S. Roach moved the confirmation of the appointment of Mr. P. J. Bishop on the consulting committee.

Mr. G. R. Edwards seconded.

Agreed.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance.

THE REPORT.

The report is as follows:—The general managers beg to submit their annual report and statement of the company's accounts made up to 31st December, 1909.

The net profit for that period, including \$172.51 brought forward from last account, and after allowing for bad debts, consulting committee and auditor's fees, amounting to \$11,956.18, which is proposed to carry to a special repairs account.

Consulting Committee.—Since the last meeting Messrs. G. C. Moxon, S. Silverstone and H. J. Van den Bosch have resigned and Mr. P. J. Bishop has joined the committee.

The auditors.—The accounts under review have been audited by Mr. A. O'D. Gourd.

DODWELL & CO., LTD.,
General Managers.
Hongkong, 23rd February, 1910.

BALANCE SHEET, 31ST DECEMBER, 1909.

Share Capital	Liabilities
Authorized—	
50,000 shares of \$10 each	.....\$500,000
Issued—	
37,713 shares of \$10 each fully paid	.....\$377,130.00
Sundry creditors	.....7,812.18
Unclaimed dividends	.....687.80
Profit and loss account, balance	.....11,956.18
	\$397,706.16
ASSETS.	
Waterboats as per last account	.....\$353,165.00
Less amount written off \$13,165.00	
Sale of old boats	.....\$3,302.85
	\$343,302.85
Pipes and staging as per last account	.....1,000.00
New pier	.....4,550.10
	\$5,550.10
Furniture	.....50.00
Cash in Bank and in hand	.....4,555.89
Hongkong Bank Fixed Deposit	.....43,200.00
Hongkong Government Deposit	.....500.00
Sundry debtors	.....5,942.91
Stock of hoise, etc.	.....1,200.00
	\$59,706.16

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1909.

Dr.		
To Consulting Committee's Fees	\$ 700.00	
Auditor's Fee	100.00	
Bad Debts	21.85	
Balance	11,956.18	
	\$ 12,778.03	
By Balance from last Account	\$ 172.51	
Profit on Trading for the year	10,762.28	
Interest	1,924.24	
Transfer Fees	51.00	
	\$ 12,778.03	

LANDSLIP AT HUNGHOM.

TWO PERSONS KILLED.

The No. 1 Dock Extension at Hunghom was the scene of a serious accident on Saturday afternoon, when a woman and her child lost their lives as the result of a landslide. The unfortunate woman, it appeared, was at the time of the fatal mishap engaged on some earthwork in connection with the work on the extension, and before she had time to realise what had happened both herself and her child were hurled by the falling earth. Shortly after the occurrence, the Police were notified of the fatal accident and a fire-boat was dispatched to the scene for the purpose of recovering the dead bodies of the deceased and on arrival there they were in charge of the fire-boat found the bodies had already been removed.

BUFFS RACE MEETING.

CAPITAL AFTERNOON'S SPORT.

The second annual regimental race meeting held by the Buffs took place on Saturday afternoon. The attendance was small, and this was explained by the inclement condition of the weather. The sport provided was, nevertheless, interesting and the Buffs, in no less than three out of the six events, were keen and exciting. Jack Scott's win in the race for the Jockey Club Cup furnished an agreeable surprise to his supporters in the "palm" who came in for \$200.70 for every \$5 invested in this fortunate gentleman had no less than five tickets on the winner while another of Palm Tree's patrons had two.

Among those present was His Excellency the Governor who arrived after the third race and stayed till the end.

At the conclusion of the races, Mrs. Eaton presented the prizes to the successful owners, after which Lieut-Colonel Bayard thanked the Stewards of the Jockey Club for the use of the Course that afternoon.

The Band of the Buffs entertained the proceedings with pleasing selections of music capably rendered.

STEWARDS:—Lieut-Col. R. Bayard, D.S.O., Major W. A. Eaton, Major H. Findlay, Mr. H. W. Green, Mr. H. B. Potter and Thelton P. G. Scarlett.

Judges:—Major-General R. G. Broadwood, C.B., Commodore Lyon, A.D.C., R.N., Mr. J. Crookenden's Resolution, 11st 11lb 5 (Owner) 1

Mr. H. D. Collier Morley's Kirkmahoe, 11st 11lb 5 (Owner) 2

Mr. G. E. G. Davidson's Seraph, 11st 11lb 5 (Owner) 3

Mr. E. G. Norman's Ben Alder, 11st 11lb 5 (Owner) 4

Mr. H. W. Green's Grasshopper, 11st 11lb 5 (Owner) 5

Time: 46 3/5.

Five ponies started for this race. Kirkmahoe showed the way to Grasshopper, Seraph, Ben Alder and Baluchi Chief, the last named having the worst of an indifferent start. Kirkmahoe led the quietest round the village bend, Baluchi Chief had ridden overtake his leaders.

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Time: 46 3/5.

Par-Mutuel.

Dividends:—Win, \$ 8.50
Cash sweep:—
Ticket No. 30, 1st, \$45.75
50, 2nd, 13.50
50, 3rd, 13.50
Commission, 72.50

Total, 725.00

4.40 P.M.—THE JOCKEY CLUB PLATE.—A place of plate presented by the officers, The Buffs, added to a sweepstakes of \$10 for starters. For China ponies the property of the members of the Hongkong Jockey Club.

Weight for inches as per Hongkong Jockey Club scale. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or offender 14 lbs. To be ridden by members of the Hongkong Jockey Club. One mile and half.

Major Eaton and Mr. Potter's Jack Scott (late Palm Tree), 11st 11lb 5 (Owner) 1

Mr. G. W. G. Moxon's Giesler, 10st 11lb 5 (Owner) 2

Mr. H. P. White's Sorrells, 11st 11lb 5 (Owner) 3

Mr. Buxey's Dwarf Rose, 10st 11lb 5 (Owner) 4

Time: 1m, 12 1/2 sec.

Five ponies started for this race. There was no false start. At the start Sorrells led, but soon surrendered his advantage to Jack Scott, who sailed down in front of Jack Scott's Sorrells, Lamerton and Giesler. Dwarf Rose increased his lead to about ten lengths followed by Lamerton. The first time passed the Judge's Box, the order was: Dwarf Rose, Lamerton, Sorrells and Jack Scott. The field raced in procession down the back stretch into the Bowington bend when Giesler crept into fourth place. Dwarf Rose was still ahead by several lengths, but Lamerton did not give him too free a chance and trotted up the mile and a half, level, and passing Dwarf Rose near the village, Giesler by this time had got into third place while Jack Scott was coming up in a spanking gallop. In the home straight Lamerton was on the rails, hotly pursued by Giesler and Jack Scott on the outside. Dwarf Rose had fallen away several lengths behind. Jack Scott challenged the leader and managed to displace Lamerton at the post by half a length. Giesler was third.

Time: 1m, 12 1/2 sec.

Dividends:—Winner \$209.70
Cash sweep:—
Ticket No. 30, 1st, \$54.40
12, 2nd, 13.50
50, 3rd, 13.50
Commission \$ 88.00

Total \$880.00

5.45 P.M.—THE REGIMENTAL CUP.—A sweepstakes of \$5 for starters. For China ponies the property of officers, The Buffs, to be certified as such by the stewards of the meeting. Weight for inches as per Jockey Club scale raised 7 lbs. To be ridden by officers of the Regiment. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or offender 14 lbs. To be ridden by members of the Hongkong Jockey Club.

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Par-Mutuel.

Dividends:—Win, \$ 8.50
Cash sweep:—
Ticket No. 41, 1st, \$610.55
125, 2nd, 177.50
87, 3rd, 88.65
Commission, 88.50

Total, \$995.00

HONGKONG FLOWER SHOW.

PRETTY EXHIBITS AT THE BOTANIC GARDENS.

Considering the continuous absence of any sunshine for the past fortnight, the flower show, conducted by the Hongkong Horticultural Society, which was opened in the Botanic Gardens this afternoon, can be said to be distinctly creditable to the enthusiastic committee of that Society. The pretty collection of flowers is almost a revelation and goes to prove what can be produced by amateur horticulturists in Hongkong, even under very adverse climatic conditions, given the time and the will to gather together a superb collection of exhibits as were on view in the public gardens to-day. Sergt. P. Kerr of the Sheung Shui Police Station, New Territories, again earned distinction this year by his admirable production in the vegetable groups, being awarded a special prize of merit for his magnificent broad beans.

Another group of notable exhibits were two collections of native and foreign fruits. The only entries were those of Mr. Ho Kom Tong and Mr. D. Dorabjee who were awarded first and second prizes, respectively. Within the limited space of 4 ft. x 3 ft. the prize-winner exhibited no less than 26 different varieties of fruit including the luscious Manila mango. Mr. Dorabjee's collection was less varied, but his seven varieties of fruits were distinctly meritorious from the fact of their being home-grown and comprised guavas, Indian pears and pineapples, peaches, beetles and Indian pineapples of enormous size. In the flower section Mr. A. Nicholson carried the palm for the six roses. The two magenta "Barbarossa" and "Richmond" were in perfect bloom and fragrance; there were three different specimens of tea-roses, viz., "Catherine Mermot" and one "The Bride." "Souverain de Madame, Vieux-Not" completed the six roses and was unquestionably "a thing of beauty." Mr. Ho Kom Tong carried off the largest number of prizes of any individual exhibitor, the Hon. Mr. W. J. Gresson coming next in order of merit. Mr. Ho Kom Tong, who has been a champion of Chinese orchids, the table decorations were a disappointment and fell below the standard of last year's exhibits both in point of number and originality and beauty of design. For the best kept private garden at the Peak, Mr. C. Montague Ede was awarded the prize of honour. For Kowloon, Mr. A. Nicholson, last year's winner, was the only one who entered, and according to the rules of the competition was excluded. It is not to be wondered at that there were no entries for Hongkong, considering what little land is available in Victoria for gardening.

During the course of the afternoon the band of the Rajput played pleasing selections of music to the delight of those who were present. The attendance was larger than last year's. Mrs. H. W. Looker distributed the prizes to the successful exhibitors.

THE PRIZE LIST.

Messrs. W. J. Gresson and J. Barton acted as judges in respect of the exhibits in the vegetable groups. Messrs. Henry Humphreys and D. W. Craddock adjudicated on the merits of the flowers. The judges in respect of the private gardens were Messrs. J. Barton, Lawrence Gibbs, W. J. Gresson and Henry Humphreys. A committee of ladies pronounced their award on the table decorations. Besides the gentlemen named Mr. Ho Kom Tong also gave valuable assistance on the working committee.

We append the awards in detail as follows:—Plants in pots—open to all except

PEAK GARDENS.

6 pots of annuals or plants raised from seed the same season.—1. Mr. Ho Kom Tong; 2. Mr. Paul Chater.

3 pots of flowering plants other than annuals.—1. Miss Wallace; 2. Mrs. A. W. Brevin.

3 pots of fan palms (Livistonia chinensis).—1. Mr. D. Dorabjee; 2. Mr. H. N. Mody.

3 pots of palms other than fan palms.—1. Miss Wallace; 2. Hon. Mr. W. J. Gresson.

3 pots of roses.—1. Sir Paul Chater; 2. Miss Wallace.

3 pots of freesia.—1. Mr. Ho Kom Tong; 2. Hon. Mr. W. J. Gresson.

3 pots of geraniums.—1. Sir Paul Chater; 2. Hon. Mr. W. J. Gresson.

3 pots of carnations, or of picotees.—1. Sir Paul Chater; 2. Mr. H. N. Mody.

3 pots of dianthus, other varieties excluding carnation and picotee.—1. Mrs. Makeham; 2. Hon. Mr. W. J. Gresson.

3 pots of pansies.—1. Hon. Mr. W. J. Gresson; 2. Mr. Ho Kom Tong.

3 pots of violets.—1. Mr. Ho Kom Tong; 2. Sir Paul Chater.

3 pots of mignonette.—1. Mr. Ho Kom Tong; 2. Sir Paul Chater.

3 pots of nasturtium (all varieties).—1. Hon. Mr. W. J. Gresson; 2. Mr. Ho Kom Tong.

3 pots of geraniums (dwarf varieties).—1. Sir Paul Chater; 2. Mr. Ho Kom Tong.

3 pots of narcissus tazetta.—1. Mrs. Gresson; 2. Mrs. Choa.

3 pots of anemones.—1. Mrs. Choa; 2. Mr. Ho Kom Tong.

3 pots of ferns, excluding maiden hair ferns.—1. Mr. Ho Kom Tong; No second award.

3 pots of maiden hair ferns.—1. Mr. J. J. Plummer; 2. Sir Paul Chater.

3 pots of chrysanthemum.—1. Mr. Ho Kom Tong.

3 pots of marguerite (chrysanthemum frutescens).—1. Mr. Ho Kom Tong; 2. Mr. P. W. Goldring.

3 pots of primula.—1. Mr. Ho Kom Tong.

3 pots of pansy.—No exhibits.

3 pots of salvia.—1. Mr. Ho Kom Tong; 2. Hon. Mr. W. J. Gresson.

3 pots of Chinese orchids.—1. Mr. Ho Kom Tong; 2. Mr. A. B. Rouse.

Plants in pots—Peak Gardens only.

6 pots of annuals or plants raised from seed the same season.—1. Mr. A. B. Rouse; 2. Mr. C. D. Wilkinson.

3 pots of flowering plants, other than annuals.—1. Mrs. Turner; 2. Mrs. Murray.

3 pots of geraniums.—1. Mrs. Turner.

3 pots of dahlias.—1. Mr. Ho Kom Tong.

3 pots of verbena.—1. Mr. C. D. Wilkinson.

3 pots of pansies.—1. Mr. Ho Kom Tong.

3 pots of nasturtium.—1. Mrs. Turner; 2. Mrs. A. B. Rouse.

3 pots of freesia.—1. Mrs. E. Jones Hughes.

3 pots of narcissus tazetta.—1. Mr. A. B. Rouse.

3 pots of heliotrope.—1. Mrs. Turner; 2. Lady May.

3 pots of ferns, distinct varieties.—No award.

3 pots of fan palms (Livistonia chinensis).—1. Mr. H. Armstrong.

3 pots of palms other than fan palms.—Hon. Basil R. Taylor.

3 pots of French or African marigolds.—3 pots of pot marigolds (calendula officinalis).—Vegetables, &c.—Open to all except Peak gardens and Chinese market gardeners.

Collection of vegetables (not less than 6

varieties). These were staged in a box not larger than 4 ft. x 4 ft. 3 inches deep. Note.—The winner of the first prize in class 42 was ineligible as a prize-winner in any of the classes 45-57 inclusive.—1. Sir Paul Chater; Mr. Ho Kom Tong.

4 Heads of celery.—1. Mr. Ho Kom Tong; 2. Miss Rodger.

4 Cauliflowers or broccolis.—1. Miss Rodger; 2. Mr. P. W. Goldring.

4 Cabbages.—1. Miss Rodger; 2. Mr. D. Dorabjee.

6 Lettuces.—1. Mr. Ho Kom Tong; 2. Dr. F. Kew.

2 Vegetable marrows.—1. Mr. Ho Kom Tong; 2. No second.

6 Beets.—1. Mr. Ho Kom Tong; 2. Mr. D. Dorabjee.

6 Carrots.—1. Mr. Ho Kom Tong; 2. Miss Rodger.

6 Turnips.—1. Miss Patey Kerr; 2. Hon. Mr. Gresson.

12 Onions.—Exhibit disqualified.

12 Tomatoes.—1. Sergt. Kerr; 2. Miss Patey Kerr.

12 Potatoes.—1. Mr. Ho Kom Tong; 2. Mr. D. Dorabjee.

35 Radishes.—1. Hon. Mr. W. J. Gresson; 2. Mr. P. W. Goldring.

25 Brussels sprouts.—1. Miss R. Langley; 2. Miss Rodger.

25 pods of peas.—1. Hon. Mr. W. J. Gresson; 2. Dr. F. Kew.

25 pods of French beans.—1. Mr. D. Dorabjee; 2. Miss Rodger.

2 Melons.—No exhibits.

4 Cucumbers.—No exhibits.

Dish of strawberries, not less than 20 fruits.—1. Mr. P. W. Goldring; 2. Hon. Mr. W. J. Gresson.

Vegetables, &c.—Peak gardens only.

Collection of vegetables, not less than 6 varieties. (These were staged in a box not larger than 4 ft. by 4 ft. and 3 inches deep. The winner of the first prize in Class 61 became ineligible as prize-winner in any of the classes 62-74 inclusive.—1. Mr. C. D. Wilkinson; 2. Mrs. Fisher.

4 Heads of celery.—1. Mrs. Wakeham; 2. Mrs. E. Jones Hughes.

4 Cauliflowers or broccolis.—1. Mr. F. H. Armstrong; 2. Mr. G. C. Moxon.

4 Cabbages.—1. Mr. F. B. L. Bowley; 2. Mr. F. H. Armstrong.

6 Lettuces.—1. Mr. H. W. Looker; 2. Mrs. Griffin.

6 Beets.—1. Mr. C. Montague Ede; 2. Mr. D. Dorabjee.

6 Carrots.—1. Mr. S. Griffin; 2. Mr. A. Harris.

6 Turnips.—1. Mr. A. Harris; 2. Mr. C. Montague Ede.

6 Onions.—No Exhibit.

12 Tomatoes.—No Exhibit.

12 Radishes.—1. Mrs. Griffin.

15 pods of peas.—1. Mr. F. H. Armstrong; 2. Mrs. E. Jones Hughes.

25 pods of French beans. No exhibit.

2 Vegetable marrows.—1. Mrs. E. Jones Hughes; 2. Mr. F. H. Armstrong.

Dish of strawberries, not less than 20 fruits.—No exhibit.

Cut flowers, open to all except Chinese market gardeners.

Classes 75-79 staged in regulation stands 12 bunches of cut flowers were shown in a regulation stand of 6 bunches each, not less than 6 varieties in all, nor less than 2 varieties were exhibited in the same stand.—Mr. A. Nicholson; 2. Mrs. Ho Tung.

6 Roses.—1. Mr. A. Nicholson; 2. Mrs. Makeham.

12 Carnations, or of picotees.—1. Sir Paul Chater; 2. No second prize awarded.

25 Pansies.—1. Mr. Ho Tung; 2. Sir Paul Chater.

4 Button hole bouquets, 2 ladies and 2 gentlemen's, in glasses or vases.—1. Hon. Mr. W. J. Gresson; 2. Mrs. Makeham.

1 Hand bouquet in vase.—1. Hon. Mr. W. J. Gresson.

Bouquet of wild flowers for children not exceeding 15 years of age.—1. Miss Nancy Badley; 2. Miss F. H. Armstrong.

Cut Flowers—Peak Gardens only.

Classes 83-85 staged in regulation stands.

6 bunches of cut flowers, distinct varieties.—1. Mrs. Turner; 2. Mrs. Lee.

6 bunches of nasturtium, not less than 4 distinct colours.—1. Mrs. Turner; 2. Mrs. Lee.

12 pansies.—1. Mrs. Turner; 2. Mrs. Ho Tung.

1 bunch violets.—Mr. C. D. Wilkinson; 2. Lady May.

General Exhibits—Open to all.

Group of flowering and foliage plants space limited to 12 feet by 10 feet. The winner of the first prize in Class 87 was ineligible as a prize-winner in any of the classes 1-41.—1. Mr. Ho Kom Tong; 2. Hon. Mr. W. J. Gresson.

3 Best arrangement of cut flowers and foliage, according to the rules of Japanese art.—No exhibit.

Best kept private garden at the Peak.—Mr. C. Montague Ede.

Best kept private garden at Kowloon.—No award. Mr. A. Nicholson entered; but as he was the prize-winner last year, his entry was excluded.

Best kept private garden at Hongkong exclusive of the Peak.—No entries.

Best table decoration (for 4 days only).—1. Mr. Maitland; 2. Mrs. Arlathon Smith.

One stump or rockwork.—1. Mrs. Ho Tung.

Two figure plants.—1. Mr. Ho Kom Tong; 2. Mrs. Ho Tung.

Collection of fruit, native or foreign, not less than 6 varieties, in a box not larger than 4 ft. x 3 ft. and 3 inches deep.—1. Mr. Ho Kom Tong; 2. Mr. D. Dorabjee.

6 Hyacinths in pots or glass.—1. Sir Paul Chater; 2. Mrs. Ho Tung.

6 Pots of tulips. No entries.

6 Pots of daffodils.—1. Mrs. Maitland.

ROBBERY AT KOWLOON.

EX-COOK MAKES A BIG HAUL.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court on Wednesday, Inspector Langley, of the Teim-tai-tai Police Station, told the story of an extensive jewel robbery on the 8th February last at No. 3, Lochiel Terrace. It appears that the defendant prior to the robbery had been a cook's boy in the employ of Mrs. M. Liddell and just before the burglary was committed had been dismissed by his mistress from her service. Doubtless being well acquainted with the inside of the household, the ex-cook is alleged to have waited at the house while the inmates were absent and from the bed-room stole about 3700 worth of jewellery, with which he made off by way of the dining-room. The man then proceeded to adjoining apartments, the residence of Mrs. Sutherland, and stole therefrom two gold rings and a gold bracelet to the value of 570. The thief shortly afterwards proceeded to Macao, where he sought to conceal his identity, but on the institution of extradition proceedings by the Hongkong Police, he was yesterday brought over to Hongkong and this morning was committed for trial at the next Criminal Sessions. Through the efforts of the Police, part of the stolen property has since been recovered. A word of praise is due to the Police for their smart capture, as lately the doings of the Colony's drags have been a theme in the side of peaceful residents.

INDUSTRIES OF HONGKONG.

THEIR RISE AND DEVELOPMENT.

(Specially Written for the "Hongkong Telegraph.")

XIII.—RICE MILLING.

Although an adverse fate has befallen the industry of wheat milling as represented by the great working mill on the shores of Junk Bay, the rice-milling carried on by the Chinese goes on apace in the Colony, and was perhaps never in a more thriving condition than it enjoys at the present moment. Very few European residents of Hongkong can have any conception of the extent to which rice-milling is pursued in the City of Victoria and its dependencies, and the fact that the Chinese rice-mill is a contrivance that certainly is not to be found in the West. Unlike Bangkok, for instance, Hongkong cannot boast of great substantial rice works fitted up with modern machinery driven by steam engines of huge capacity or by water power such as is employed largely in Great Britain in the milling trade. On the contrary the rice mills here are so segregated and hidden away that their existence is hardly apparent and, unless one knows where to look for them, their presence might easily be overlooked.

These rice mills are found in the most unlikely spots, sometimes in the very midst of the town among a teeming population and sometimes in more suitable situations provided by outlying villages and hamlets both on the island and on the Kowloon side.

In HONGKONG, the mills are mostly to be met with in the low levels towards West Point, principally on the Praya and in Des Voeux Road, and as a general rule they are stationed on the ground floors of converted shop-houses, capable of accommodating about twenty separate mills.

Each mill is worked by one man. In its construction and the method of its propulsion the Chinese rice mill is a contrivance that certainly is not to be found in the West. It is a contrivance some thousands of years old, in the days, for example, when a tree fell across a river constituted a bridge in the eyes of primitive man and quite satisfied his requirements for transportation purposes.

But in these days of engineering developments, it is nothing short of surprising to see such gear at work as that which has served Chinese needs for so many centuries, whilst a stone's throw away one can find in full swing industrial establishments equipped with mighty installations of machinery that would do no discredit to the most advanced engineering institutions on the Thames, the Tyne, or the Clyde.

In CONSTRUCTION, the Chinese rice mill is not at all after the fashion that is even now considered primitive in Europe, for it does not embrace the use of mill-stones of Biblical significance or the old hand-worked mortar-and-pestle arrangement styled in ancient days a quinn—a mortar-and-pestle sort of contrivance that ground the corn into flour or meal. Instead, the Chinese mill is built on the treadmill principle and is worked much after the fashion that can be seen in the West River and Canton River districts, where the gristling block to its utmost altitude, it is some eighteen inches to two feet above the level of the ground and when the lever is released by the throwing back of the body's weight on to the other treadle the stone block comes down with great force into the stone tubs below, filled with rice ready to be ground. As the gristling wheel descends every two seconds or so, the grain is pulverised into flour, and at a given signal from the No. 1 man of the coole gang, the treadmill business is suspended, and each workman proceeds to take out from his tub the rice which has been under treatment. This is done by means of little

WOODEN PAILS,

from which the partially ground product is transferred into very fine bamboo sieves or riddles where it is shaken to and fro and the resultant flour deposited in convenient receptacles placed below.

After the contents of each grinding tub have been riddled, the coarse grain still remaining is thrown back into it and the grinding process is continued until the rice has been reduced by pulverisation to the consistency of a fine flour.

This method of flour manufacture as above described cannot be styled as primitive, but at the same time it is a method that is in a class by itself. On the surface it may seem trivial, but trivial things will often alter the course of the world. The employment of modern European appliances can secure.

That the labour is arduous may be implied from the fact that even in a sultry climate as we have been suffering from in Hongkong of late weeks, the coolies work with no clothing on, unless a breech-cloth may be so described; and even then their streaming bodies show the strenuous exertions that they have to exercise in working the mills. As a protection against the fine four dust getting into the eyes, the coolies wear black cloth masks. The spectacle of twenty or thirty coolies all working at the treadmills at one and the same time, their bodies glistening with perspiration—is one not easily to be forgotten; and when one comes to realise how many hundreds of Chinese are employed in this industry in Hongkong, one cannot but help the feeling that considering the arduous nature of the work falling upon each individual, his daily pittance is a fairly earned one in comparison with most of the other classes who go to make up the great mass who are best described in their own phrase—"sellers of their strength."

Most of the finished product that comes from the Hongkong rice mills is used for local consumption. Only a small portion is sent to be exported, and that portion is not sent to distant parts by any means, as those places are sufficiently served by Canton and Bangkok. As the years progress, however, and the Colony extends in area and population, the rice milling industry of Hongkong promises to become one of the most important of the Colony's industries, and in some quarters both Chinese and Europeans join in the view that at no distant date such an amalgamation may emerge as will serve to put the millers on an up-to-date basis, level with the rest of the grain-milling world.

A MARRIAGE has been arranged, and is expected to take place in Yokohama in May, between Lieut. Commander Basil John Douglas Goy, V.C., R.N., of H.M.S. Otter, China Squadron, and Miss Kathleen Storer, youngest daughter of O. J. Strome, Esq., of The Blue, Yokohama. Lieut. Goy was awarded the V.C. for gallantry displayed during the Boxer riots in China on July 13, 1900, in trying to save the life of an able-bodied seaman while the Naval Brigade was doubling across a plain under fire in order to attack the native city of Tientsin.

THE INFLUENCE OF CHINA ON THE WEST.

INTERESTING SPEECH BY H.E. LORD LI.

His Excellency Lord Li Ching-fong (the Chinese Minister in London) was the principal guest at the dinner which preceded the discussion at the Author's Club in London on February 7. Mr. Paul King presided, and amongst those present were Lord Ronald Sutherland Gower, Baron, Haykling (Consul-General for Russia), General, Bakhmetsh (President, Maritime League of Russia), Sir Godfrey Lagden, K.C.M.G., Sir John Blackwood, Mr. Byron Brennan, C.M.G., Von Archdeacon Stollard, Mr. A. G. Angier, A.L.A., Mr. A. Bruce-Joy, Mr. Thomas Brown, Ivan Owen (Secretary, Chinese Legation), Mr. Alexander Harvey (late Professor of Law, Peking University), and Mr. Louis Tracy.

In giving the toast of "The Guest of the Evening," the chairman referred to the fact that His Excellency was the son of Li Hung-chang, and was the representative of one who ruled over 400,000,000 people. "In the future we shall hear of these millions of people," concluded Mr. King, "and His Excellency has come here to-night to give us a foretaste of what we have to expect when China is let loose."

HIS EXCELLENCY'S SPEECH.

His Excellency the Lord Li Ching-fong followed, and in the course of his speech, which was loudly applauded, said:—

Belonging as I do to a country and a race which values literature and culture—theoretically at least—above money, which places scholarship above military, and to a certain extent acts on the principle that the pen is mightier than either the purse or the sword, it is a great pleasure to address this gathering of representatives of literature of the West.

And now, turning to the subject of my paper this evening, it seems to me as if some persons might think there had been a misprint, and that the heading should read, "Influence of the Western China" instead of the other way round! Yet I hope to justify it, at least in a measure, if you will lend me your sympathetic attention for a few minutes while I try to sketch our influence in the past, the present, and the future. You know in astronomy certain bodies—though too far away to be seen—influence other bodies, and thus make themselves known. Some time in the Middle Ages, as reckoned in Europe, the attractive power of Far Cathay and her millions was felt. My claim in this connection that we were the magnet and Europe the iron filings, as it were? Do not think that I undervalue the progress, the energy, and the inventive genius of Europe in using such a vast and unexplored area of the world as the West exercised unconsciously and after the manner of a distant star, began when I drew your explorers, your missionaries, and your traders over to the Four Seas, to be followed later by your gunboats and diplomats.

England was not quite the first to feel the influence, but she was not far behind. China's influence built ships in many European ports, manned those ships and sailed them through unknown and perilous seas to her shores. Once there, a more direct exchange of influence began. I do not think we supplied you with any new animals, nothing at least as striking as the elephant, but we introduced to you the human digestive tract. Ships, arrived their many dangers, returned to their native coasts with tea and ginger, and also appeared to the human love of decoration with silk.

But on the whole, I believe, I am right in saying that the strongest influence was from the beginning exerted through tea. Socially this got hold of England especially. So far as I know, you were the first European nation to give our dried tea-leaf the honourable position of a social beverage, and to make it as difficult to picture the British without tea as it is to picture the Chinese without tea. But please allow me to remark aside that you take your tea with a little difference—a sugar fully strong, and then mitigated with milk and cream. Again, in an aside, I must put in, that with you the cup sits on the saucer, whereas with us the saucer sits on the cup as a sort of cover, partly to infuse the tea and partly to keep it hot. What far-reaching consequences have followed socially the introduction of tea. What did England do before this happened? There was really no drink like it. Your great Queen Elizabeth, for instance, had to drink beer at breakfast. People would not drink water—there always have been, and I fear always will be, people who don't like water—were mainly restricted to small beer, and small beer, especially at breakfast, does not entirely satisfy the palate. I have a high opinion of Queen Elizabeth, and her breadth of mind was statesmanlike, and I am sure, if she could have banished beer from her royal breakfast table. It was reserved for another English Queen, Anne, of womanly memory, to welcome the tea to the surface, may seem trivial, but trivial things will often alter the course of the world. The employment of modern European appliances can secure.

That the labour is arduous may be implied from the fact that even in a sultry climate as we have been suffering from in Hongkong of late weeks, the coolies work with no clothing on, unless a breech-cloth may be so described; and even then their streaming bodies show the strenuous exertions that they have to exercise in working the mills. As a protection against the fine four dust getting into the eyes, the coolies wear black cloth masks. The spectacle of twenty or thirty coolies all working at the treadmills at one and the same time, their bodies glistening with perspiration—is one not easily to be forgotten; and when one comes to realise how many hundreds of Chinese are employed in this industry in Hongkong, one cannot but help the feeling that considering the arduous nature of the work falling upon each individual, his daily pittance is a fairly earned one in comparison with most of the other classes who go to make up the great mass who are best described in their own phrase—"sellers of their strength."

Most of the finished product that comes from the Hongkong rice mills is used for local consumption. Only a small portion is sent to be exported, and that portion is not sent to distant parts by any means, as those places are sufficiently served by Canton and Bangkok. As the years progress, however, and the Colony extends in area and population, the rice milling industry of Hongkong promises to become one of the most important of the Colony's industries, and in some quarters both Chinese and Europeans join in the view that at no distant date such an amalgamation may emerge as will serve to put the millers on an up-to-date basis, level with the rest of the grain-milling world.

A MARRIAGE has been arranged, and is expected to take place in Yokohama in May, between Lieut. Commander Basil John Douglas Goy, V.C., R.N., of H.M.S. Otter, China Squadron, and Miss Kathleen Storer, youngest daughter of O. J. Strome, Esq., of The Blue, Yokohama. Lieut. Goy was awarded the V.C. for gallantry displayed during the Boxer riots in China on July 13, 1900, in trying to save the life of an able-bodied seaman while the Naval Brigade was doubling across a plain under fire in order to attack the native city of Tientsin.

Another of our products through which we have influenced the world to some extent, is the useful and ornamental plant—the bamboo. As I understand that our Chow Sober and Peking people hold their own as favourites. But to be done with the past and even with the present, let us look at the future. I venture to predict the likelihood of an increase in China's influence, both as producer and consumer of manufactures. We produce and consume a certain amount already, but this is insignificant in comparison with what we might easily do in both lines. When we adjust ourselves rather more to modern conditions, there will be no reason to hinder us from producing a great variety of what the world regards as necessities nowadays. We have immense resources that are as yet undeveloped. Our mineral wealth is nearly untouched, and is almost incalculable. We have vast deposits of coal of the best quality, only waiting to be mined and transported. We have iron and steel, and clay

for porcelain. With a little science our glass could be improved into great beauty. Besides this, we possess a truly magnificent reserve of labour, so great that it appears as if it must compete with the labour of all the world either directly or indirectly. Unless our racial characteristics alter, our people will like to work, and it is to be remembered that the Chinese labourer, even when highly skilled, is content to live very simply both as regards food and clothing, which will render him a formidable rival to workers of more elaborate habits. The man who eats rice or any other cereal as the staple of his diet, and wears cotton has certain economic and personal, and even hygienic advantages over more omnivorous feeders who dress in woollen clothes. When Chinese labour gets a fair chance it will assuredly influence the world both commercially and politically. Our influence as producers and workers may not be so widely popular, but it will, no doubt, be partly balanced by our more really pleasing aspect as consumers. There are so many of us that if everybody wants only a little the aggregate will be large. Perhaps we could border to produce nearly all we want within our own borders, but there is something in human nature which leads nations to hanker after other nations' inventions and products, while we shall no doubt be eager to sell, we shall also be ready to buy. Our national ideals and opinions may be somewhat modified by the changes which are so doubt coming, but I do not think we shall cease to be Chinese, as it were. The nations of Europe, even the numerically small ones, preserve a wonderful amount of individuality, in spite of close proximity to and much intercourse with each other. This is no doubt good, and it will not be a bad thing if the East preserves its distinguishing characteristics and does not copy the West too slavishly. It will, however, be a benefit to both sides if we influence each other. Do you ask me how our influence could benefit the progressive and energetic civilisation of the West? I answer that I believe the genius of China to be about as old as a peaceful one,

LEGISLATIVE COUNCIL.

KOWLOON-CANTON RAILWAY.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B., Hon. Sir Henry May, K.C.M.G., (Colonial Secretary), Hon. Mr. F. A. Hazelland (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. F. J. Badley (Captain Superintendent of Police), Hon. Mr. A. W. Brown (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. C. W. J. Gresson, Hon. Mr. E. Osborne, Hon. Mr. A. A. Hewitt, Hon. Mr. Murray Stewart, and Mr. C. Clements (Clerk of Council).

The minutes of the last meeting were read and confirmed.

PAPER.

The Colonial Secretary laid on the table the annual report for 1909 on the Kowloon-Canton Railway (British section).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table the Financial Minutes Nos. 6 to 12A. It was agreed that they be referred to the Financial Committee.

FINANCE COMMITTEE REPORT.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 1 of 1910). It was approved by the Council.

KOWLOON-CANTON RAILWAY.

His Excellency the Governor said it had been his custom for the last two years to lay on the table of the Council a report on the progress of the railway for the preceding twelve months and a revised estimate of the total cost of completion and the report for the last year and the estimate. The revised estimates for completion were now before them and he proposed with the permission of the Council to endeavour to explain the figures and to enlarge on the details of the report as had been done in previous years. They would probably be in the first place that he should allude to the total cost of the completion of the railway. The original estimate of the Chief Resident Engineer was, as they remembered, \$8,003,624. That estimate did not include the cost of workshops or rolling stock, neither of which could be estimated in 1907, at the time the estimate was framed. It did not also include the interest on capital account and the loss of exchange. At the end of the year before last, 1908, a revised estimate of completion was made by the C.R.E. and was laid before the Council. That estimate included the two items referred to—the cost of workshops and the cost of rolling stock, but it did not include the interest on capital account and loss on exchange. That estimate amounted to \$11,004,128, and at the time the estimate was laid before the Council he went into very considerable detail as to the reason for this very considerable increase. He was glad to say the estimate for the cost of completion did not very greatly exceed those figures, the total being \$12,374,495, the added cost being for interest on capital account and loss on exchange which had, however, been omitted from all the estimates. He had explained at considerable length at the time he had introduced the annual Estimates of the Colony the reason he considered and the Secretary of State approved the sum being charged to the railway and credited to the general revenue of the Colony. Dealing with the various items in the report the expenditure under the land remained as it was before. No alteration had been made in those figures by the final decision on the location of the terminal station. He proceeded to state that the official members of the Legislative Council had been requested to meet the members of the Executive Committee to the terminal station. Two schemes had been submitted and if the scheme they were recommended to the Secretary of State on the advice of the Managing Director was accepted the cost of the site would be reduced by something like four lakhs. If the railway station was placed on the site recently resumed it would probably be increased by the same amount. Instead of a saving of some \$36,000 effected by Mr. Lindsey in the cost of the big cutting at Hungsham by altering the centre line a saving of the total required for the earthwork showed there could be an increase on the estimate of \$177,000 in tunnels there was an increase of \$111,310 which included \$335,507 for the completion of the Beacon Hill tunnel. These tunnels had been found to be exceedingly difficult to estimate, due to the exceedingly hard nature of the rock and other causes. The total increase on the original estimate worked out at \$1,607,630 which worked out at something like 73 per cent. on the original estimate. He was thankful to say that all the tunnels on the railway were now completed. They had all been cut through for a double line and the exception of the long tunnel. They would be the most costly—that was the only tunnel that was made under contract.

No. V was by comparison to the cost of the cheapest of all tunnels. It spoke of the ability of Mr. Logan both with regard to his executive ability and the control he had maintained over the line. His Excellency went into the figures as to the revised estimates as to the cost of roads, the additional amount due to defective bridges, etc. It was intended, he continued, that the buildings should be of an inexpensive character, but time showed what expensive buildings might be necessary. After stating that he had written on account of depreciation of the railway had been very satisfactory during the past year, the tunnels were now completed. The Beacon Hill tunnel, 7,312 feet long, reflected the greatest credit on the tunnel superintendent and his staff and the engineers engaged on the line under his supervision. It was hoped the line would be open to traffic by July next and completed entirely by the end of December of this year. The temporary line would not be intended to go by the route originally proposed but would now follow the permanent route. By the time the rolling stock arrived from England and had been erected—it was already over two months overdue—he hoped the line would now be reconstructed would be finished. He referred to the exceedingly satisfactory character of the medical officer's report, especially with regard to the decrease in malarial cases, which was due to the credit and the indefatigable exertions of the medical officer, Dr. Hartley. Towards the end of last year Mr. Lindsey replaced Mr. Eves, the C.R.E. His Excellency said he had every possible reason to be satisfied with Mr. Lindsey's work. Mr. Lindsey had already made several proposals which had been adopted with regard to the railway. He thought they would all agree with him that it had been the best policy to obtain the highest possible expert advice, even if it did mean a little extra cost. He had only to add that any member should desire any further information or should wish to ask any questions with regard to the railway or opportunity would arise very shortly, probably at the next meeting of the Council, when the resolution would be laid before the Council for the amount of money to be spent during the current year.

PENSIONS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Pension Ordinance, 1862. The Colonial Secretary seconded. Bill was read a second and third time and passed.

LIQUORS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to further amend the Liquors Ordinance, 1909. The Colonial Secretary seconded. Bill read a second time. The Bill went through Committee, was read a third time and passed.

CRIMINAL LAW.

The Attorney General moved, and the Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance further to amend the Magistrates and Criminal Law Amendment Ordinance, 1909. Motion agreed to.

SCOTCH OATH.

The Attorney General moved the second reading of the Bill entitled An Ordinance to regulate the Law as to Oaths. He described how the Bill proposed to do away with the kissing of the Bible in order that the opportunity of propagating disease might be obviated. The Colonial Secretary seconded. The Bill was read a second time.

The Bill was then considered in Committee, read a third time and passed.

OFFICIAL SIGNATURES FEES.

The Bill entitled An Ordinance to amend the Official Signatures Fees Ordinance, 1886, was read a second and third time and passed, on the motion of the Attorney General, seconded by the Colonial Secretary.

POSTPONED.

The following Bills were not proceeded with:—Second reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure. Second reading of the Bill entitled An Ordinance to amend the Tramways Ordinance, 1902.

ADJOURNMENT.

The Council then adjourned *sin die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. It was agreed that the following votes be recommended for adoption by the Council:—A sum of one hundred and fifty dollars in aid of the vote Public Works, Extraordinary, Miscellaneous, furniture, etc. for the Public Works Department matched and the district officer's quarter at Tai Po for use by engineers, surveyors and overseers.

QUEEN'S STATUE SQUARE.

A sum of one hundred and sixteen dollars in aid of the vote Public Works, Extraordinary, Miscellaneous, bamboo fence around the proposed garden at the Queen's Statue Square. Mr. Gresson—Is this to be a permanent thing?

The Colonial Secretary replied in the negative. Mr. Osborne—Why not put up an iron railing? The Colonial Secretary: We propose to get an iron railing from home. Mr. Osborne—I am afraid if put up a bamboo railing now we shall never get anything better—(laughter). The subject then dropped.

FISH BREEDING POND.

A sum of five hundred dollars in aid of the vote Public Works, Extraordinary, Miscellaneous, fish-breeding pond construction.

MA TAU KOK SLAUGHTER HOUSE.

A sum of two hundred and two dollars in aid of the vote Sanitary Department, personal emoluments, veterinary staff, tallyman at Ma Tau Kok slaughter house.

HANSARD REPORTS.

A sum of twenty-eight dollars in aid of the vote Colonial Secretary's Department and Legislature, other charges, Hansard reports.

COMPENSATION TO QUARTERS.

A sum of one thousand one hundred and fifty-six dollars in aid of the vote Public Works, Extraordinary, Public Health and Buildings Ordinance, 1903, compensation to the quarters in Hok Up village for resumption of their land and for disturbance.

PUBLIC WORKS.

A sum of fourteen thousand six hundred and sixty-four dollars in aid of the vote Public Works, Extraordinary, for the following items:—Staff Quarters, Tai Po, \$28; Additional Room at Queen's College for Pupils Teachers, 4,725; Market at Aberdeen, 2,200; Extension Tai Po Land Office to afford accommodation for District Officer, 7,488.

Total.

\$14,694

COMPENSATION TO OPIUM DIVAN LICENSEES.

A sum of sixteen thousand seven hundred and forty-seven dollars and twenty-seven cents in aid of the vote Miscellaneous Services, compensation to the licensees of opium and dross opium divans whose divans have been closed as from the 1st of March, 1910. Mr. Gresson: Has the attention of the Home Government been called to this expenditure with a view to its being returned to the Colony? The Colonial Secretary: Yes, His Excellency has referred to it.

HONGKONG HOCKEY CHALLENGE CUP.

HONGKONG HOCKEY CLUB W. 105TH MAHARATAS.

This match was decided yesterday at 5 p.m. on the H. K. H. C. ground before a large gathering of interested spectators. The game was a fast one. In the early part of the first half the Club did well, Carter opening the scoring for them. A few more attempts were then made, but all went too wide. The score remained one all for a long while. The Maharattas throughout were far too fast for the Club. Before the whistle sounded for half time the Maharattas scored 2 goals. The scores were—

Maharattas..... 2
H.K.H.C..... 1

In the second half, play was very even and fast. Both teams tried many a time to score, but the backs seemed to be too good, especially those of the Maharattas, as they very seldom allowed the ball to pass them. No score was added for a long while and ten minutes before time the ball was in a dangerous position in front of the Club's goal and this tempted the goalkeeper to rush out to effect a save when he was a bit too slow and the ball was passed to the left-wing man who sent in a stinger before the goalkeeper had time to reach the goal. The scores were—

Maharattas..... 2
H.K.H.C..... 1

KOWLOON-CANTON RAILWAY.

CHIEF RESIDENT ENGINEER'S ANNUAL REPORT.

The following report, dated 28th February, 1910, by Mr. E. S. Lindsey, M.I.C.E., chief resident engineer, was laid before the Legislative Council this afternoon:—As I look over later in the year I am not in a position to describe in any detail the progress which has been made during the season 1909 and 1910 and will therefore confine myself to a statement of affairs at the end of the year.

LAND.

Lots 6 to 1,440 were acquired with a view to placing the terminus at Tsim Sha Tsui. It was proposed to exchange a portion of the reclaimed ground close to the China Light and Power Company's premises for the ground known as the Match Factory and compensation would then have had to be paid for the buildings only. It has been possible however to level off a site at the back of the Match Factory on Crown Land and make use of it to make up the approaches to Gascoigne Road, thus avoiding the exchange and adding a valuable piece of land practically free of charge to the Railway.

A great deal of Earthwork North of Beacon Hill Tunnel has been completed. A certain amount of damage was done by typhoons to the banks between Miles 7 and 12 and one bad slip occurred in Cutting No. 30 at Mile 10. All damage is now being repaired and the slip has been cleared away and retaining walls are being built to prevent recurrence. At Mile 15 there is a very wet and troublesome cutting. The Contractor, having practically finished the amount of work contracted for, have been relieved of further work and the cutting is being finished on piece work, it is anticipated that it will be sloped and drained before the heavy rains. South of Beacon Hill the work is in a very unfinished state due to gaps caused by the rebuilding of bridges and the amount of work left to be done at the Reclamation.

The girders for the new bridges will not be out before April by which time the bridges and their approaches will be ready. An alteration of Centre Line in Cutting No. 1 for which sanction was obtained will enable the cutting to be completed before the time originally anticipated and will obviate the expenditure contemplated as necessary to make the cutting safe had the original Centre Line been adhered to. Some five million cubic feet of filling remain to complete the reclamation between Blackheads and the Storm Water Outfall, as well as a portion of about two hundred feet long of the sea wall, which cannot be got in until the filling is more advanced, owing to the possibility of scouring out the pier perdu if too great a head of water were allowed to accumulate between the wall and the filling.

TUNNELS.

All Tunnels are now completed. At Beacon Hill the headings met satisfactorily on 17th May, 1909, and since then the work has been pushed to completion. The Tunnel is lined throughout with varying thickness of brickwork in cement. The tremendous nature of the rock rendered lining imperative and as it was found impracticable to line the roof only, in portions where the rock was less liable to slide, a thin skin of brickwork built tight to the excavation has been put in. There does not seem to be any use in perpetuating the shaft on the North Face which is too near the portal to be of any service as a ventilating shaft, and as it would have cost a great deal more to brick it up than the estimated cost of six thousand dollars, owing to the very wet nature of ground, the shaft will be filled in and suitable arrangements made to cope with the water which comes down it.

At Tai Po Tunnel the heading met on 28th April, 1909, and the work is now completely finished. This tunnel has been very creditably and cheaply constructed. The following are the approximate prices and lengths per foot run:—

Tunnel No.	Length	Cost
1—Double Line (Pully lined).....	7,312	\$40,428
2—Single Line (Pully lined).....	1,100	\$5,500
3—Double Line (Partly fully lined).....	210	\$24,468
4—Single Line (Pully lined).....	170	\$8,500
5—Double Line (Pully lined).....	170	\$8,500
6—Single Line (Pully lined).....	170	\$8,500

ROADS.

Road diversions in connection with the Kowloon-Tai Po Road are well forward and the fencing and draining alone remains to be finished. The excavation and piling for the bridge in connection with the Road Diversions at Gascoigne Road at Hung Hom has been completed. It was decided to get the road from a site at back of the Match Factory, referred to above, thus saving further land acquisition.

BRIDGES.

The Bridge work has been completed with the exception of the Road Bridge No. 2 at Mile 1 and the rebuilding of Bridges Nos. 4, 5, 12, and 13 which have failed owing to faulty design and foundations, very treacherous ground and to bad material. Some other bridges are being strengthened. The cost due to this cause is estimated not to exceed \$65,000.

TELEGRAPH.

The telegraph line was laid throughout the section but only some eight miles of it is in the permanent position. This is now being taken in hand.

BALLAST.

All ballast required for the Main Line has been broken and bottom ballast is being laid where practicable. The depth of top ballast under the sleepers has been increased to six inches but this will not involve an increase of quantity but a redistribution of material. The quality of ballast is good and it has been broken at a moderate rate. The ballasting of the last eight miles necessitates the laying of a siding at Mile 14 to take up the ballast broken at a depot along the abandoned alignment.

STATIONS AND BUILDINGS.

Yau-mai and Fan Ling stations were completed but no work has been done on staff quarters anywhere. It is a pity that in Railway construction such matters are usually left to the last because it is difficult to get contractors to undertake them when there is no work of any bulk to be done close at hand. Station, Tai Po and Lofu remain to be built as well as the terminal station at Kowloon, which remained in abeyance pending a final decision regarding the site of the terminus. Station Masters' and menials' quarters and gangmen's lives have to be provided throughout. No arrangements for signalling or interlocking yards have yet been made. The amount of work involved in all this is not large, and all should be completed before June.

PLANT.

There has been no expenditure in 1909 on Construction Plant. During the year indentures were sent home for two tank engines, six open bogie goods waggon, six covered bogie waggon, twenty-six covered four-wheeled waggon and ten open drais and two goods brakemen four-wheeled. None of these have yet arrived in the Colony. The engines and bogie goods

stock should have been out by the middle of January but advice of despatch is only just now to hand, and the opening of the line in May must therefore be delayed. A contract for the body work and erection of the passenger stock was placed with the Hongkong and Whampoa Dock Company. There is likely to be delay in carrying out this contract due to non-arrival of fittings before the end of March, and the underframes I fear will not be out before the middle of May, so that the contract time will have to be extended to the beginning of July.

OPENING FOR PUBLIC TRAFFIC.

Last year it was the intention to open for Public Traffic by using the Overland Route which runs parallel to the Railway at Hung Hom and to place Railway Station in a position which though temporary would come into the scheme for final development. Since then ideas have undergone a change and a new proposal regarding the final location of the terminus has been submitted to the Secretary of State.

Until connection with Canton is established nothing much in station accommodation at Kowloon is required for the light local traffic which is the interest of the Railway it is advisable to work up. Pending the decision as to the location of the terminus therefore we may take it that for all practical purposes a flag station in Salisbury Road close to the Ferry proposed in the scheme lately sent forward and another at Hung Hom will meet all the Kowloon and Hongkong requirements.

There remains a good deal to be done before the Railway can be said to be completed. Stations and quarters or both have to be built at all stations. Workshops and watering arrangements have to be erected and the reclamation must be finished before the Goods Yard can be laid. As regards the shops nothing can be done in respect of the site for the Workshop as it is not levelled off nor is the work likely to be out before April. Girders for Bridges 4 and 8 will not be out till the end of March.

Before through opening to Canton however the contract time for completion of the reclamation will have elapsed and the passenger and goods yards will be ready. As the British Section will be ready for opening before the Chinese Section it is proposed to open the line as soon as the essentials are ready, with the station arrangements as indicated above, in order to work up the local traffic and to transport material for the Chinese Section if required, all of which will help in earning Revenue. It is impossible to fix a date at present but it will take at least six weeks after the underframes are out for the Rolling Stock to be ready so that it would not be safe to reckon on anything earlier than July.

NOTES ON THE ESTIMATE FOR 1910.

I.—Land.—Seeing that the question of the terminus is still undecided no alteration has been made in the figures under this head. The expenditure up to date is \$762,863.65 leaving a balance of \$433,015.55.

II.—(a).—In revising the Estimate of 1907 at the end of last year, the Earthwork appears to have been reduced by \$13,228.62 as the saving anticipated by reducing the line of frontage of the Reclamation between Blackheads and the Storm Water Outfall. The increase of rate due to the rock in Hung Hom Cutting appears to have been lost sight of, for the through rate that was being paid to the Contractors at the beginning of 1909 was that estimated for in 1907, and the amount of rock that was likely to be met with as the Cutting went down to Formation was neglected. As the rate in 1909 worked out at \$1.00 per cubic foot and the rate in 1907 at \$0.80 per cubic foot, the increase of \$0.20 per cubic foot before the Hung Hom Cutting is completed. In discussing the present increase of Estimate it is well to neglect the 1909 figures in order to show how the increase has arisen. In the table which follows the various figures have been lumped up in order to agree with the heads of Estimate in which the accounts have been kept.

From this it will be seen that the Estimate for the completion of the Earthwork now amounts to \$2,587,880, an excess of \$310,403 over the Estimate of 1909 and of \$187,080 over the Estimate for 1907. It is impossible owing to absence of detailed figures in the Estimate for 1909 to explain how and where this excess has arisen and one can only say that notwithstanding the saving in the quantity of reclamation which amounts to some six lakhs of cubic feet, the actual figures in Estimates for 1907 and 1909 for the work in Hung Hom vary as shown in the table on account of higher rates having to be paid than those originally estimated for. A further excess is the inclusion of the \$60,000 now charged off as depreciation of plant. This was not made in the previous estimate. Of the \$14,500 required to complete the Earthwork outside Messrs. Leigh and Orange's contracts it will be seen from the details given below that a sum of \$159,600 is set down for work not previously contemplated, but which was necessary to remedy the cuttings and the banks safe.

ESTIMATE FOR WORKS NOT INCLUDED IN PREVIOUS ESTIMATES.

Making up banks at Bridges 8 and 12	\$10,000
Repairing damage done by typhoons	18,000
in September last along the banks and clearing slips	9,000
Raising of pitching along the banks between Shatin and Tai Po	13,400
Concrete Drain, Cutting 47	4,800
Scrubble Toe Wall in Cutting 47	5,000
Turfing along banks and cuttings	5,000
Earthwork to finish	\$59,000
Total	\$114,600

The amount of \$40,000 for work round Signal Hill is still allowed for in the Estimate in case it is decided that the site of the terminus shall be at Tsim Sha Tsui.

III.—(b). The cost of the Tunnels has worked out as follows:—

Tunnel No.	Cost to date	Depreciation of Plant at 10 per cent. of cost	Total	Per foot run
1	\$3,713,126	\$361,312	\$4,074,438	\$550.41
2	817,500	81,750	899,250	\$124.50
3	2,166,823	216,682	2,383,505	\$327.11
4	310,000	31,000	341,000	\$46.67
5	310,000	31,000	341,000	\$46.67
6	310,000	31,000	341,000	\$46.67
Less Estimate for 1909			\$2,079,845.00	

represents the present increase of \$3,310,300 which is the sum of the cost of Tunnel No. 1, 2, 3, 4, 5, and 6, less the amount included in last year's figures, \$761,716.

This leaves an excess on Beacon Hill Tunnel of \$235,000.

Reverting to the Chief Resident Engineer's Report for last year the following represents the rough estimate for completion given by him and the actual amount expended:—

	Estimated.	Actual.
Lining Shatt.....	6,000	6,105.14
Heaving, driving.....	105,000	1,238,812.12
Winding out.....	500,000	624,063.77
Lining.....	400,000	484,416.10

Depreciation of Plant 100,000	113,000.00
Buildings, Sanitation.....	Nil.
	113,000.00
	\$1,121,000
	1,410,335.71
	1,121,000.00
	\$289,335.71

III.—(c). Roads.

Amount expended to date.....	\$5,000
Anticipated expenditure:	
Gascoigne Road approach.....	80,000
Metalling.....	19,800
Turfing to slopes.....	2,400
Removing Gas Pipes, etc.....	3,000
	\$110,200
Public Works Department Road to Yau-mai.....	10,000
	\$120,200

In the 1909 Estimate an increase of \$47,784 only was shown as due to extra cost of road approach to Bridge No. 2. This was obviously an under-estimate as the quantities and rates given to Messrs. Leigh and Orange for the approaches and metalling of the Bridge amount to \$102,200. The balance of the Estimate is for Road Diversions between Shatin and Tai Po and a roadway from Hung Hom to Yau-mai.

MAJOR BRIDGES.

IV.—(a).—The actual cost of abandonment due to defective foundations or the use of inferior material is \$68,590.44 and the cost of additions to existing structures necessary to prevent further trouble \$17,264. The sum of these figures and the actual cost of the bridges is \$85,854.47 to which must be added a sum of \$7,920.00 as depreciation of plant bringing the Estimate up to \$93,774.47, an excess over the 1909 Estimate of \$158,729.05.

IV.—(b). MINOR BRIDGES.

The cost of abandoned structures is \$55,888.83, additions to existing bridges \$3,300 and the total all inclusive cost \$59,188.83, being an excess of \$10,522.19 on last year's Estimate.

VIII.—(a).—Under Stations and Buildings, a reduction has been made of \$39,998.57 so as to accord with the actual requirements of the Kowloon Station Yard, a sum of \$100,000 being included as probable cost of a ferry pier whatever be the site selected. The buildings will be of a temporary nature and pending the settlement of questions connected with the Joint Working Agreement, no general offices need be built as the present construction office should meet all requirements for some time to come. It is proposed to accommodate the Stores in the old Cattle Depot which fortunately has not been pulled down.

IX.—(a).—The booked value of the Construction Plant amounts to.....\$506,505.61

Depreciation which has been written off.....200,912.00

Anticipated sales, say 1 of this.....\$305,653.61

\$109,884.53

Under X items 7 and 8 a sum of \$913,932.87 is provided to meet Interest and Loss of Exchange and this has not been included in any of the previous Estimates.

X.—(c).—Accrued head showing the amount anticipated as sales for Stores now standing on books, less depreciation, has been opened and amounts to \$150,000. Further credit on sales of buildings along the line to the extent of about \$20,000 are anticipated but are not shown in the Estimate, as they may be required to meet cost of dismantling plant and transport and other minor matters in connection with the tunnels.

No alteration of allocations has been made, arriving at the above Estimate, although the procedure followed hitherto, is not strictly in accordance with Railway Accounting. It is desirable however that an adjustment be made as soon after the Construction Account is finally closed as possible in order that the various items of expenditure be charged off to their proper heads.

INTERPORT POLO.

MANILA VI HONGKONG.

9th inst.

The Interport polo match between teams representing Manila and Hongkong took place yesterday afternoon at the Polo Ground, Causeway Bay, before a large gathering of spectators among whom was His Excellency the Governor. The band of the Buffs, under Bandmaster Hewitt, was present and played selections during the afternoon.

The teams were as follows:—Hongkong:—No. 1, Lieut. Green; No. 2, Capt. Bell; No. 3, Lieut. Crookenden; No. 4, Mr. J. Johnston.

Manila:—No. 1, Capt. Mitchell; No. 2, Lieut. Swift; No. 3, Mr. Bowditch; No. 4, Lieut. Armstrong.

The home team opened the game and many opportunities they had of scoring which were missed. Crookenden opened the score for Hongkong from an excellent pass by Green. Johnston then had a try but sent the ball too wide. The whistle then sounded with Hongkong 1; Manila 0.

At the commencement of the second chukka it looked as if the Visitors would have the home team. With the ball well placed to Mitchell, who was ahead, an attempt was made to score, when Johnston drove up in excellent style and secured the ball. This player followed it up and missed the goal by a small margin. The play was going on for a while when Bell got possession of the ball and scored a magnificent shot before the whistle went, thus placing a up and Manila 1.

In the third chukka it could be seen that Hongkong had matters well in hand. The local team pressed all through, and scored twice, by Crookenden and Bell, respectively. At this stage the score stood as follows: Hongkong 4; Manila 0.

Turbulence at Quarry Bay.

DOCKYARD MOULDERS MILITANT.
POLICE PREVENT SERIOUS CONFLICT.

Our great Hongkong house of Messrs. Butterfield & Swire has had the misfortune on two recent occasions to have reason to deplore dissensions amongst its workmen at Quarry Bay—either of which it was within the power of the firm to prevent. That this turbulence was not preventable by the Company is all the more regrettable, as employment conditions, both for Europeans and Chinese either in the Sugar works at Tai-koo or in the new Dockyard there, are unsurpassed from the workers' point of view, by anything in the Far East. So far as the giving of employment is concerned, to leave out mention of other forms of even more material benefactions to the public weal, Messrs. Butterfield & Swire have established for themselves a reputation that few, if any, can equal.

It was with regret, therefore, that we have now to report a recurrence at the Dockyard of the trouble which materialised at the Sugar House a few months ago. True, the conditions in the two affairs are

ENTIRELY DISSIMILAR,

for whereas in the latter case the disputants were all within the works' gate, the former makers of mischief transferred their scene of operations to the outside of the Dock premises, and whereas the Sugar House coolies—rather, a section of them—acted on the sudden impulse of the moment and were as speedily pacified, in this affair of yesterday's happening, the turbulence that invaded the otherwise peaceable precincts of Quarry Bay with its immense army of workmen was an organised affair which might have led to serious consequences but for the timely intervention of the Police authorities.

The first intimation of impending trouble that reached the Shauki-wai Police Station arrived at twenty minutes past eleven o'clock Thursday forenoon, and by ten minutes to twelve all the available men from that station had been put on patrol near the point where the trouble threatened, whilst levies were summoned in haste.

from Bayview, Wanchai, and the Central Police Stations. In all, some twenty-five police officers were on the spot before the mid-day meal hour had expired, these including seven or eight European officers as well as Indians and Chinese of different ranks.

From all appearances, it was abundantly evident that mischief was intended, for not only were the Dockyard gates and their approaches, accompanied by the usual hordes of unemployed coolies who seem to haunt out trouble ahead as vultures scent out carrion.

As it transpired, the trouble had arisen from what may best be described as a trade or guild quarrel. From the information which a representative of the *Telegraph* was able to gather, it seems that the incipient riot had its origin in the

MOULDING SHOP

of the Dockyard. If the writer was informed correctly, the labour contract for the moulding shop has changed hands several times for one reason or another; and quite recently the management of the Dockyard, who had meantime undertaken the full control of the moulding department pending the fixing up of a new labour contract, made the contract over to a new man.

So far as hearsay goes amongst the artisans and coolies affected by this new contractor, taking over the labour supply, they were not allowed to carry on in their old capacity at the reduced rate of wages. As most workmen would have done, they resented this reduction to which they were to be subjected by the new contractor; but the latter declined to parley about any enhancement of his wage rate; with the result that most of the old hands decided to go

OUT ON STRIKE.

This, however, did not dissuade the contractor from carrying out his purpose, and the places of the workmen who refused to resume work at the smaller rate of wages were promptly filled up by others, of whom there appears to be no lack in this neighbourhood. The number of those displaced is variously stated at from 80 to 200; the latter figure representing practically the entire staff of the moulding shop.

But be the number what it may the strikers regarded the newcomers as "blacklegs" and it has become evident that they planned an organised attack upon them as they were returning from their mid-day meal to the village to the Dockyard gates. Needless to say, the ranks of the strikers were swelled by all the bad characters who make Wong-kok-tsu and Shau-ki-wai notorious. As regards the shopkeepers of the former village, they had either been apprised beforehand of coming conflict or became alarmed at the presence of such unaccustomed crowds, for when the specially summoned police passed under Inspector Collett of Shau-ki-wai arrived on the scene a few minutes before twelve o'clock, all the shops near the place had been

SHUTTERED UP.

and most of the neighbouring householders were content to view the proceedings from their upper windows.

The arrival of the police squad—although it was only a handful in proportion—had a distinctly sobering effect upon the mischief makers; and every exertion was used by the officers of the force to keep the throngs of people on the move. When the so-called "blacklegs" began to issue from their quarters and return to the Dockyard gates shortly before one o'clock—it required all the united efforts of the police to prevent the malcontents from rushing the "blacklegs" en masse but fortunately this was avoided through the exercise of steady, repressive tactics, tempered by a wise discretion on the part of Inspector Collett and the officers and men under his charge.

This action is all the more to be commended because of the fact that the crowd appeared to be possessed of all the attributes of

A POWDER BARREL.

just awaiting the match to bring into explosion. As the "blacklegs" passed along the middle of the road, they were subjected to much booing and insulting remarks. In several instances, arrests might have been justified for disorderly conduct, but as nothing serious happened the pacific attitude that the police adopted was in every sense the wisest.

There is little doubt that in the absence of the police, the incoming workers who have replaced the strikers would have had a very rough handling, and if they had declined to issue from their quarters these might very well have been stormed, with serious consequences.

As it happened, that part of the road which the strikers had hit upon as their assembly ground was lined with hordes of broken roadward, and although this state of affairs had been placed there on purpose, it would in all probability have been freely used by the "rowdy element," in the form of missiles, against the workers who had incurred their displeasure, if the timely arrival of the police

had not acted as a salutary deterrent. There was no recrudescence of hostile display against the workers when they left dockyard at five o'clock, but a special police patrol was kept on during the evening and is again on duty to-day.

THE POLICING OF QUARRY BAY.

It has been on more than one occasion a subject of comment in the columns of the *Telegraph* that the Quarry Bay and Shau-ki-wai districts are woefully under-policed; and if any further demonstration of this fact were required it would surely be found in this latest instance of the impunity with which a section of the Chinese can organise a breach of law and go off order directed against another section of their fellow-citizens without the secret service being apprised of such until, as one may say, almost the last moment. As matters turned out too much credit cannot be given the police or the promptness and effectiveness of their action, which in former days was laid regarding the strike. But the fact remains that this great and growing communal district is not sufficiently staffed by the police, although, probably, this truth will never be borne upon the official mind until there occurs some such tragic calamity as that to which the episode of yesterday might easily have led.

KOWLOON-CANTON RAILWAY.

HEALTH OF THE CAMP.

The report of the railway medical officers Dr. Hartley, for last year is as follows:—Mr. Naidu has been stationed at North Face Camp, Beacon Hill Tunnel, throughout the year.

Dr. Chan Tsan Kuo was Assistant Medical Officer at Tai-po Kau until the 5th April, when he was transferred to the Bacteriological Institute in Hongkong and his place was taken by Mr. Lam Yun Hae who remained until the end of June when the post was abolished.

Mr. Kelly has superintended the Sanitary Works in the Camps along the line. At each of the three dispensaries, Kowloon Chai, Shatin and Tai-po Kau, a Chinese dresser has been on duty day and night and from each Dispensary an Indian Foreman has been daily round of coolie quarters on his section, issuing quinine, etc., to those in need and bringing in or reporting cases requiring medical attendance.

Quinine pills were issued daily to coolies wherever practicable during the months of June, July, August, September and October. As the population is such a shifting one, it was impossible to carry out the regular issuing of quinine with any degree of thoroughness.

Coolie lines and all drains were regularly cleaned with disinfectant fluids throughout the year.

Camps are all supplied with Sanitary dust bins and refuse has been burnt daily.

Pools of water which afforded harbour for mosquitoes and which for one reason or another could not be drained, have been regularly treated with kerosene oil.

The general health of the Railway employees has shown a steady improvement; there was a decrease in the number of entries from Malaria, Fevers and Dysentery in spite of the fact that a much greater proportion of the sick men came forward for Western treatment than formerly.

There was an increase under the heading of "Injury" but the cases were, for most part, slight—very few being serious enough to necessitate hospital treatment.

Beri beri causes a fair amount of sickness and several deaths have occurred from this cause, some with remarkable rapidity.

In November four coolies died at Kowloon Chai on four successive days, three of the deaths taking place in the same room. The coolies had apparently been in fairly good health at any rate they had been working as usual when they suddenly developed symptoms of acute beri beri and died shortly afterwards. Post mortem examination confirmed the diagnosis. The buildings in which these deaths occurred were promptly disinfected and closed, since when there have been no more deaths from beri beri at Kowloon Chai.

The Camps at No. 5 Tunnel, Tai-po, have shown distinct improvement since drainage and other prophylactic measures, which were made possible by the appointment of an extra Assistant Medical Officer at the end of last year, could be carried out with some degree of thoroughness.

Until the headings of Beacon Hill Tunnel met, allowing a free current of air through, there was considerable trouble caused by the irritating vapours given off from the gelatine used for blasting purposes. The vapours given off from a well and thoroughly detonated charge do not appear to do much damage but if for any reason part of the gelatine is left and burns slowly before detonation takes place, the fumes given off from the slowly burning part of the charge are exceedingly dangerous causing stupefaction very quickly and death is liable to result owing to fixed chemical compounds being formed in the blood, thus destroying its oxygen-carrying property.

On June 10th, a gang of coolies had to come through dense fumes on their way out of the tunnel. They all complained of feeling sick and dizzy, and three of them died very shortly afterwards; the rest had completely recovered by the following morning.

The total number of cases seen at the three Dispensaries was 2,192 against 2,664 in 1908 and 3,667 in 1907.

CLAIM FOR BOARD AND LODGING.

EUROPEAN BRINGS ACTION AGAINST BROTHER-IN-LAW.

Before Mr. Justice Gompertz, Police Judge, in the Summary Court this afternoon, G. Rudow, an interpreter in the service of Messrs. T. Cook and Son, filed a suit against J. Laferriere, a mechanic in the Tai-koo Dock, to recover the sum of \$337, being amount due for board and lodging and other expenses. Mr. Leo d'Almeida, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff and Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, was for the defendant.

Mr. Almeida stated that his Lordship would notice that the claim appeared on the writ of summons as \$450. The claim included \$50 a month for board and lodging from June 1st, 1909, to February 1st, 1910, a \$5 fee paid by the plaintiff at the request of the defendant and \$35 in money lent. The sum of \$150 was paid into Court, which brought the claim to \$337. The facts of the case briefly put were that the plaintiff about two years ago lived with defendant's sister and in September last year married her, which was a month previous to her death, which occurred after a serious illness. Defendant was out of employment for some considerable time and in June last was taken by the plaintiff as a lodger at \$50 a month. The arrangement was that the money should be paid by the plaintiff till the defendant was able to obtain employment and that the plaintiff should have the amount refunded to him as soon as the defendant obtained work. He subsequently obtained employment and paid \$150 on account.

Evidence having been called, judgment was entered for the plaintiff for \$37.

INDUSTRIES OF HONGKONG.

THEIR RISE AND DEVELOPMENT.
(Specially Written for the "Hongkong Telegraph.")

XIV.—HONGKONG ELECTRIC COMPANY.

There must be many people in Hongkong who, while enjoying the advantages of electric lighting all the year round and of electric fans in the hot weather, are yet ignorant regarding the location of the big power station whence emanates the current supplied to the town by the Hongkong Electric Company. As a matter of fact, it is not an easy place to find, for the building, despite its great height, is not visible to the ordinary wayfarer, hidden away as it is in Wanchai behind the lofty townships that front Queen's Road East on the southern side. The towering chimney stack is certainly a landmark easily observable from the Harbour, but the station itself does not stand out in any remarkable way against the dark background of the hill which rises behind it.

Since the Company commenced supplying power to the public in 1884, the electricity has vastly increased, so much so that some two years ago they were obliged to undertake the reconstruction of their works at Wanchai. In 1908 the western end of the building was first reconstructed and at present the eastern end is just being completed. The result is a very

SUBSTANTIAL STRUCTURE.

reflecting all credit on the Company's enterprise and on the architects, Messrs. Leigh and Oranger. The building is of brick and iron, with no less than 27 iron columns supporting the roof (which has been raised 20 feet in the reconstruction process) and also carrying two 10-ton travelling cranes necessary for handling the very heavy machinery, and plant employed in the station and also for carrying up their entire height, the walls are laid with white tiles, which give the station a very bright, clean appearance; whilst the floor is laid with green and red tiles, all got out from England; and these, combined with the speckless engines and alternators, must afford every satisfaction to the most fastidious engineer who ever took a pride in the look of his engine-room.

Almost the first thing to strike the lay mind in the massiveness of the machinery at work. Some conception of this may be conveyed by stating that the 10-ton Diesel oil engine, the present type of engine weighs 20 tons. The main considerations in installing engine of this pattern were, economy of working and the

EXTREME SIMPLICITY

of the arrangement of the plant, involving neither boiler-house nor pump plant. Two Diesel oil engines are at present at work and the foundations for a third of similar pattern are being laid down. The Diesel engines require a much deeper bed of concrete than the ordinary steam engine. Both these engines are working at their full capacity during the night, but in day-time are sufficient in the cold weather.

These engines first started running in July of 1908, and since then the original steam plant has been gradually in reserve to relieve the oil prime movers. The Diesel sets were built by Gebelauer & Winterthur, Switzerland, and have a power of 300 H.P. each. They are fitted with an all-round capacity of 150 tons capacity situated externally to the engine room. Adjoining the tank, is the water pond with a cooling tower in the top of which the heated water from the water-jackets of the Diesel engines is pumped and cooled by being broken up on a series of hundreds of laths, after which process it falls back into the pond and is again ready for use. From this pond also the steam-boilers are supplied with water.

The Diesel engines work on what is known amongst engineers as the four-stroke cycle, and the main point of difference from ordinary gas or oil engines lies in the character of the fuel combustion, which is not of an explosive character, but a steady combustion at high compression temperature.

During the compression stroke, the cylinder contains air only, and the temperatures consequent upon compression of the air ignite the combustible charge, dispensing with ignition tubes or sparking apparatus. The charge is blown into the combustion space by compressed air after the maximum compression has been reached in the working cylinder. There is no increase of pressure on the admission of the fuel but just a slow burning of the oil in the heated air, with the result that great smoothness and regularity of running are obtained. The fuel oil is blown into the cylinder through an atomiser, which breaks it up into

A FINE SPRAY.

To start the engine compressed air is used. By opening a stop valve the air is admitted to the piston for four or five strokes, after which the heat of compression in the cylinder is sufficient to ignite the fuel oil. By operating a lever the compressed air for starting the engine is automatically cut off and fuel oil is admitted to the cylinder. So certain and at the same time simple is the operation of starting that any one of these engines can be started up and put on full "load" in from two to three minutes.

The switch-board, by which the supply of current to the mains is controlled, is situated at the western end of the station and is operated from a gallery raised 8 feet 6 inches above the floor level. This platform is reached by an iron staircase. The floor of the gallery is of glass. As for the switchboard itself, it is made of white marble slabs and is covered by such an intricate series of switches, circuit breakers, generator ammeters, and regulators as to make one wonder how confusion can possibly be avoided. However, one only requires to see the operator at work on the switch-board gallery to be convinced of the

ACCURACY AND DEPTNESS

which are exercised in this important branch of the power station work. This switch-board, by the way, is quite new, having been erected only last year. It was supplied by the Electric Construction Company, Ltd., of Wolverhampton. From the switch-board, the various feeder mains are led away into the town in all directions and thence the current is carried by subsidiary lines to the different dwellings, shops, hotels, etc., who use electricity either as an illuminant or a driving power.

As regards the steam plant, which, as already mentioned, has been practically used as a reserve since the Diesel engines were introduced, there are two steam alternator sets by Messrs. Johnstone and Phillips, London, with engines by Messrs. Bellis and Morcom, Ltd., Birmingham, these sets being of 350 H.P. capacity. Also there are two water-wheel sets driven by steam, the street are lamps being supplied by separate mains from those which supply domestic light and power. In the boiler-room are six Lancashire boilers and one water-tube boiler. These comprised the original plant but now the increased power delivered by the Diesel oil engines renders it unnecessary to have all the boilers in use at the same time unless unforeseen and special circumstances compel it.

The machines are designed to generate current at pressures of 2,200 volts, alternating, single phase, which is afterwards transformed down to 200 and 250 volts for lighting and other purposes. A portion of the light is also converted to direct current at 200 volts, for the operation of the numerous lifts in the Colony.

When all the internal reconstruction work shall have been completed, and the new Diesel generator set installed, the Company's power station will be second to none in the East; and as provision has been made for expansion of the premises should serve the purpose for many years to come.

For most of the information embodied above we are indebted to the courtesy of Mr. W. H. Wickham, the manager.

ALLIED ARMED ROBBERS CHARGED.

DISCOVERY OF A LOADED REVOLVER.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this afternoon, two men were arraigned on charges of assaulting with intent to murder, carrying arms, to wit, a revolver, dagger and fighting iron at night and carrying arms without a permit from the Captain Superintendent of Police. Inspector A. Langley, of the Water Police, prosecuted and Mr. F. S. Dixon, from Mr. R. A. Harding's office, appeared for the defendants.

From the facts related by the Police, it appears that the two men were seen on the 17th February last, as Mr. F. Dixon of 7, Lochiel Terrace, was returning home, he saw two men outside his house, who appeared to him suspicious. He went to see Mr. T. Hunter, his neighbour, whom he requested to keep watch from his house and intimated that he in the meantime would watch from his house to see if the men would return. Mr. Hunter did as requested and after a few minutes, he heard his boy shout "Save life!" and he went to his assistance. As he emerged outside the house through the front door, he saw one of the two men running away and gave chase and caught overhauled him. Mr. Dixon in the meantime heard Mr. Hunter shout "Run Frit!" Do catch him! Don't let him go!" and he proceeded to tackle the second man. A slight bruise was found on the boy's back and subsequently a revolver was picked up by Mr. Hunter, who found that all the chambers had been loaded. One of the defendants was previously in Mr. Hunter's employ and on being arrested both men were handed over into Police custody.

Mr. T. Hunter was called into the witness-box.

Mr. Dixon—Don't you think it rather funny that the assault was committed and nobody saw it?

Witness—I don't think it was funny at all. Did you say that you picked up the loaded revolver?—Yes.

But it has been stated in evidence that Mr. Dixon picked up the revolver?—That's quite immaterial.

I suppose you ran after the defendant when you saw him?—I did.

You ran for amusement?—Not for amusement. I ran to catch the man. There is nothing extraordinary in that.

Mr. Hunter was the next witness.

Mr. Dixon—Don't you think it rather curious that nobody saw the assault?

Witness—Why should it be curious? The man may have been able to run away quicker than we could get on to the verandah on hearing the boy's cries. Now, tell me, would you have been able to see the assault from the dining-room? I think it is a ridiculous question to ask.

Mr. Dixon (Pointing to a water-pipe)—Does that water-pipe belong to your house?—I haven't seen that water-pipe at all. I have lived at our house for one year and our water-pipe is not like that.

Other evidence was also taken and in the course of the afternoon two of the charges were dropped. His Worship remarking that the defendants would have to answer the charge of carrying arms without a permit from the Captain Superintendent of Police.

The case was remanded, bail being allowed in the sum of \$50 each.

DEFENDANT DISCHARGED.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, the case was continued in which S. E. Allana was charged by S. A. Marican with the alleged embezzlement of a gold watch and chain and obtaining the sum of \$250 by means of false pretences. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, prosecuted and Mr. F. F. Heit, of Messrs. Brutton and Heit, appeared for the defendant.

Mr. Goldring stated that with regard to the fresh charges he wished to prefer under the Bankruptcy Ordinance, he would make the application later.

His Worship—You mean you don't want the information to be sworn now?

Mr. Goldring—The information has been sworn.

His Worship—Have you seen the application, Mr. Heit?

Mr. Heit—I saw the application this morning. His Worship—Is this a private prosecution, Mr. Goldring?

Mr. Goldring—Yes, I think the best course would be to apply to the Supreme Court to file an affidavit.

His Worship—I don't think there is any necessity for that.

Mr. Goldring—Of course, one gets very little assistance from the Crown in these cases.

Moosa Ebrahim was recalled and further evidence having been taken, His Worship held that there was no case to send to the jury and discharged the defendant.

THE ASSAULT ON ALLANA.

GRAPHIC DESCRIPTION BY THE COMPLAINANT.

Before Mr. E. R. Hallifax, First Police Magistrate, on Friday, Alla Deen was charged with alleged attempted assault on S. E. Allana in Wyndham Street on the 7th March last. Mr. W. E. L. Shenton prosecuted and Mr. P. W. Goldring appeared for the defendant.

Mr. Shenton—What would have happened if you hadn't dodged?

Allana—He would have broken my head at once.

Mr. Goldring—You have admitted committing robbery?

Mr. Shenton—I object. Mr. Goldring—I beg your pardon. I am entitled to ask the question.

Mr. Shenton—I object to any question which might incriminate my client.

Allana—Am I obliged to answer the question, your Worship?

His Worship—Yes, Mr. Goldring, you can't ask the question.

Mr. Goldring—Never mind, it's common property. Were you sober?

Allana—Yes, I was sober. I don't drink now.

Where did the defendant come from?—I don't know.

From front or behind?—I don't know from where.

When did you see the *lukung*?—I saw him when he whistled. I was very much fearing and I could not see.

Do you mean to tell me that the *lukung* ran away with you?—No, he did not run away.

Was the order of the race Allana first, Alla Deen second and the *lukung* third?—I think the *lukung* was third.

I suppose you were frightened out of your life?—Yes, I was frightened because defendant might break my head.

The Police told you that a summons would meet the case?—Yes.

And yet you had a warrant issued?—Yes, suppose the defendant ran away?

You have seen many Indian watchmen in your time?—Yes.

Does not every watchman carry a stick with him?—Never.

Well, I have seen many.

Mr. Shenton—Your duty is to cross-examine, not comment.

Mr. Goldring—My duty is quite clear.

(To witness)—Is the stick enough to break your witness?—I think so.

I don't think so.

Witness (wielding the stick in the Court-room)—You can try if you like. You are my enemy, that's why you ask me these questions.

Omar Joosse stated that he met the defendant on the day following the alleged assault. Defendant was smiling and witness inquired of the defendant what amused him. Defendant asked witness if he had not heard of the previous night's affair and on being answered in the negative, related the assault.

Witness asked defendant if he was not afraid to go to gaol and the latter replied that he was not, and that even if he went to gaol for two years, he would stick a knife into Alla when he came out. Besides, Marican was behind him and Marican was a big man.

Further evidence having been called, the case was adjourned, bail being allowed in the sum of \$100.

CEREAL EXPORT FROM MANCHURIA.

EFFECT OF PROHIBITION.

SERIOUS DISLOCATION OF TRADE IN HARBIN.

As reported in yesterday's issue, with ult, owing to the protest filed by the Powers, the Governor-General of Heilung province, who had issued instructions prohibiting the export of cereals from the Nan-kiang district, has removed the prohibition as far as wheat is concerned. It appears, according to Russian papers, that the Heilung provinces are the only place affected by the prohibition, which still remains in force in other provinces in North Manchuria. The prohibition has caused an enormous dislocation of business in Harbin and the neighbourhood, and a number of firms or agencies have had to suspend business. The matter is regarded as very serious to Russian interests, and the Russian journals at Harbin devote several columns to reviewing the situation. The *Novaya Zhim* is of opinion that the edict of prohibition in the Heilung, Bodune and other important trading centres is a direct attack on Russian interests.

A joint protest signed by merchants of various nationalities in Harbin and supported by the local Chamber of Commerce, elicited the explanation that the Chinese Government was much concerned at the condition of the famished masses in the provinces referred to, as the people had not yet recovered from the unprecedented floods of last autumn, and the price of cereal products was rising daily. The object of the prohibition was to accumulate a supply at home, and thus bring about a diminution in the price.

GROWTH OF THE EXPORT TRADE.

Our contemporary notes that the export of cereals from Manchuria has increased remarkably of late years. Thanks to the improved railway facilities and the better organised trade, the export of grain from Manchuria to Europe rose from 3 million poods (1 pood equals 36 lbs.) in 1907 to 7 million poods in 1908 and to 15 millions in 1909—a five-fold increase in two years. But the area under cultivation is continually being increased with the enlarged demand, and it was expected that as much as 30 million poods, or 500,000 tons, would be exported to Europe in the present year. By the prohibition, this trade is suddenly stopped, and millions of poods are lying untouched in the warehouses—not of the exporters, who have not yet had need to buy much of the last crop, but of the small agriculturists and peasants. What is to become of these enormous stocks of grain? asks the journal. They were destined for the export trade, and now there will be no buyers, even at 10 kopecks (10 cent.) a pood. Moreover, the prohibition at a stroke means the collapse of all China's trade and industry in Manchuria, as these depend almost entirely on the grain trade. It cannot be supposed that the Chinese Government has ignored its commercial interests and deliberately sought to destroy a foreign export trade progressing by leaps and bounds every year, merely in the interests of an alleged starving population which could have been relieved by a special grant or by other means. There must be some other reason for the measure. As is known, the closing of the frontier ports in the Far East extended along the Amur border, and a heavy duty was placed on flour from Manchuria into the Russian provinces. Nevertheless, wheat has continued to be admitted free, with the result that the flour-milling business has been gradually transferred to Russian centres in the Far East—to Harbin, Iman, Blagoveshchensk, Vladivostok, etc. This was an undesirable development to the Chinese Government which has apparently, thinks the journal, put an effective brake on the movement by the present drastic scheme.

In a subsequent issue the Harbin journal notes that the only diplomatic protests against the prohibition were from the Russian and Japanese Ambassadors, but the latter was of ink-warm nature. Evidently, says our contemporary, the Japanese, as usual, have their own methods of finding a way out of the difficulty, so that the whole effect of the prohibition falls on North Manchuria; within the sphere of the Chinese Eastern Railway. A number of foreign firms have closed down, and already two very important concerns are named as having liquidated their affairs. The cereal export trade

had attracted the attention of several large firms in Europe and America, and offices had been established in Harbin by representatives of London, Hamburg, and other houses. Harbin had thus a brilliant future, which is now to be reduced to naught by the Chinese Government edict. [This was of course written before the removal of the prohibition in Heilung province was announced, and it may be hoped that the other provinces will be treated similarly before long.—Ed. J.C.]

MEETING OF A PROTEST.

On the 11th instant, a crowded meeting of protest against the prohibition of cereals was held at the Harbin Chamber of Commerce. In order to furnish an idea of the difficulties involved by the prohibitive measure, we summarise briefly the lengthy account of the proceedings appearing in the *Novaya Zhim*. Among those present were representatives of foreign exporters, millers, railway members of the Chamber, representatives of the Chinese Eastern Railway, and others.

The Chairman, M. Fried, president of the Chamber of Commerce, explained the object of the meeting. He said that the prohibition had been sprung upon them unexpectedly, despite the existence of

Corrected 3rd March 1910, 100 ctn per 8 Mex.

BUTCHER MEAT

Body

POULTRY.

FISH.

	Cents
Shark—Sa Yu	9
Skate—Po Yu	11
Strimps—He	38
Snapper—Lap Yu	4
Soles—Tat Sa Yu	6
Tench—Wan Yu	18
Turbot—Cho How Yu	24
Turtles, small, fresh water—Kook Yu	56
White Bait—Ngwo Yu Chai	11

FRUITS.

Almond—Hung Yan	B	35
Apples, (California)—Kam San Ping		
K'o.....	B	28
(Chefoo)—Tin Chun Ping		
K'o.....	B	—
Small—Hoi Tong		—
Gustard—Fan Lai Chi.....each		—
Bananas, fragrant, Canton—Sang Sheng	B	3
Heung Chin		—
(brides), Macao—San Heung Chin	B	10
Chestnuts, Chinese—Fong Lut.....	B	10
Carambola—Yung To	B	10
Cocoanuts—Yeh Tsz	B	10
Gapers—Sin Tai Tsz	B	—
Lemons, China—Ning Moong.....	B	5
Amer.—Kun San Ning Moong.....	B	5
Lichees, Small Stone—Lai Chi Con.....	B	25
Fresh, Lai Chi		—
Limes, (Saiگون)—Sal Kung Ning	B	—
Moong.....each	B	4
Mango, Manila—Lai Sung Moong.....	B	24
Mango, Saigon—Sal Kung Moong	B	—
Maagosteous, San Chuk Tsz per 100	B	10
Orange, Tim Chang	B	—
Small—Tai Kut	B	—
Mandarin—Tim Kut	B	—
Olives—Fak Lam	B	—
Passion Fruit	B	—
Pears, (American)—Kam San Shui Li	B	10
(Canton), Cooking—Sa Li	B	—
Peanuts,—Fa Sang	B	—
Peislimmons, Large,—Hung Chin.....	B	—
Pine-apples, 1st quality—Sheng Poon	B	—
Ti Paw-law	B	—
and cooking—Chung-tang	B	—
Paw-law	B	—
Plantains—Tai Chin	B	—
Plum; Swatow—Hung Lai	B	2
Pomelo, Siam—Chim Lo Yau	B	2
Walnuts, Hop Tou	B	—
Green—Sung Hop Tou	B	—
Shinghal Lo Kwat	B	—

VEGETABLES, &c

Anichokes, Shaohai,—Shaung Hol Ah
 Chi Chauk
 Beans, (French) Macao—Oh Moon Pin
 Tau
 Beans, (French), Shaohai,—Shaung Hol
 Pin Tau
 Beans, Sprout—Ah Choi
 Beans, Long—Tau Kok
 Beet Root—Hung Chok Tau each
 Bujals, Green—Cheng Yuen Ker
 Bujals, Red—Hung Ker
 Bamboo Shoots—Chook Shan
 Cabbage, Ohlase, com.—Kai Choy
 Cabbage, Red—Kai Lan Tau each
 Cabbage, (Shaohai)—Yeh Choi
 Cassia Shoots, bunch—Kai Shan
 Cauliflower, Large size—Tai Yeh Choi
 Fa each
 Cauliflower, Medium size—Cheng Yeh
 Choi-fa each
 Cauliflower, Small size—Sai Yeh Choi-fa

 Carrots—Kam Shan
 Celery, Chinese—Tong Kan Choy
 Celery, English—Yung Kan Choy
 Celery, White—Pak Yung Kan Choi
 Chilies, Dried—Oon Lai Chit
 Red—Hung Fa
 Green—Cheng Lat Chit
 Curry Stuf, English—Kai Lee Choi Liu
 Cucumbers—Cheng Kwa
 Bitter Squash—Fai Kwa
 Garlic—Sueo Tai
 Ginger, young—Sun Tsu Keung
 old—Lo Keung
 Horse Radish, Shaohai—Lik Kan
 Indian Corn—Suk Mai place

Mask Melon

10	Melons, Bombay—Yeung Cheng Tan
16	" Green—Sang Chung
17	" Shai—Sheong Hoi Chung Tau
20	" Japan—Yat Poon " "
21	Okros—Mo Ker
28	Parsley, English—Yeung Un Sai
29	" Green Peas—Cheng Tau
30	Potatoes, Sweet—Fan Shu
16	" Shanghai—Sheung Hoi Shu
12	Tsai
9	" Japan—Yat Poon Shu Tsai
7	" American—Fa Ki " "
17	" Foochow—Fuk Chau Shu Tsai
28	" Macao—Oh Moon
36	Pumpkin, Toong Kwai
12	Radish—Heng Lok Pak Tsai
56	Rhubarb
20	Sesales—Gon Chung Tar
21	Spinage (Chinese)—Paw Ohoi
18	Spinach—Yin Choi
28	Tomatoes—Fan Ker
20	Taro—We Tan
16	Turnips, Pan-di (Long)—Low Pak
23	" English—Yeung Low Pak, piece
23	Vegetable Marrow—Ohlt Kwa
23	Water Cresses—Sai Yeung Choi
15	" Cauliflowrs—Lau Kok
15	" Lily Roots—Lin Ngan
9	Yams—Tai Shan
9	Sage
24	The prices necessarily vary from day to
24	day and the Sanitary Board has no power to con-
48	trol holders to sell at the prices quoted.

W. BOWEN ROWLANDS.
"SOME OF THE BEST OF THE"

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,00,000 \$150,000	\$2,007,819	\$2 5/- for half year ending 31.12.09 @ ex 1/9th = \$25.11	4 %	\$900 sellers London £88.5 ex div.
National Bank of China, Limited	99,925	7	6	\$4,000 \$20,000	\$20,551	\$2 (London 1/6) for 1908		\$73 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$254,353 \$205,799 \$125,000	none	\$10 for 1908	7 %	\$170 ea. & b.
North China Insurance Company, Ltd.	10,000	15	15	Tls. 225,000 Tls. 115,213 Tls. 140,550 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908		Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,500,000 \$105,248 \$105,249 \$282,609 \$1,000,000	\$2,464,901	Final of \$17 making \$47 for 1907 and interim of \$50 for 1908	5 1/2 %	\$910 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264	\$707,637	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
FIRE INSURANCE.								
China Fire Insurance Company,	70,000	\$100	\$20	\$1,000,000 \$438,868 \$128,802 \$1,437,772	\$275,341	\$6 and bonus \$2 for 1907	7 %	\$109 ex div. b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$268,711	\$27 for 1907	8 %	\$335 ex div. b.
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$120,000 \$100,000	\$1,085	\$1 for 1906		\$74 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$250,000	NIL	24 for year ending 30.6.1908		\$32 sellers
Hongkong, Canton & Yacow Steamboat Co., Ltd.	80,000	\$15	\$15	\$617,100 \$103,545 \$19,100	\$10,766	Final of \$14 for account 1910	8 %	\$304 sales
Indo-China Steam Navigation Co., Ltd. (Preferred Do. Do. (Deferred)	60,000 60,000	25 25	25 25	\$10,000 \$40,000 \$750,000 \$1,000,000	4,13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154		\$64 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	11	11	\$1,000,000 \$1,000,000 \$1,000,000	4,61,317	3rd 10. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	77/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$48,000	\$2,121	\$1.00 for year ending 10.1.1909	4 1/2 %	\$26 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$250,000 \$56,548	Dr. \$5,538	\$5 for year ending 31.12.08	3 1/2 %	\$170 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$15,591	\$5 for 1897		\$31 ea. & buyers
Patak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	in 200,000	Tls. 6.02	Tls. 10 for year ending 31.8.09		Tls. 600 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	Pa. 1	\$275,000 \$12,189	1148	Final of 1/6 making 1/- for 1909	7 %	Tls. 181
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year		Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000 50,000	1 1	10/10 10/10	\$4 3/8	Dr. 4,191	No. 12 of 1/- = 48 cents		\$6 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$40,000	Dr. \$7,421	\$1.75 for year ending 31.12.06		\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000 \$26,000 \$40,000	\$10,102	None		\$62 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$86,448 \$22,000	\$12,785	Interim of \$14 for account 1909		\$66 sellers
Shanghai Dock and Engineering Co., Ltd.	\$57,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Interim of Tls. 24 for 1910	6 1/2 %	Tls. 83 buyer
Shanghai and Hongkew Wharf Company, Limited	\$5,000	Tls. 100	Tls. 100	Tls. 607,357 Tls. 607,357 Tls. 285,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 127 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 21	Tls. 100	Tls. 15,000 \$15,000	Tls. 4,124	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$24,000 \$24,000	\$24,641	\$1.20 on old and 60 cents on first new issue Interim of \$2.40 on old and 40 cents on new shares for account 1909		\$110 buyers \$110 sellers \$85 sales \$102
Hongkong Hotel Company, Limited	8,000	\$15	\$15	\$14,000 \$24,000	\$19,272	Interim of 1/8 for account 1909	6 1/2 %	\$74 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	\$24,000 \$24,000	\$27,971	45 cents for 1909	6 %	\$74 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$25,000 \$25,000	\$3,471	\$24 for 19.9	5 %	\$274 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$2.9	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 106 s.
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 200,000	Tls. 142,404	Final of \$1.8 for account 1909	8 1/2 %	\$242 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958			
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 350,000 Tls. 40,000	Tls. 10,998	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 121 s.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	\$20,000 \$20,000	\$2,553	50 cents for year ending 31.7.08		\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,372	Tls. 74 for year ending 30.9.06		Tls. 66 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. Sey Chee Cotton Spinning Company, Limited	8,000 8,000	Tls. 100 Tls. 500	Tls. 10 Tls. 500	none Tls. 25,172	Tls. 4,832 Tls. 15,011	Tls. 6 for 1909		Tls. 75 sellers Tls. 50
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$40,000	648	15 % per share for 1908		\$10
China-Borneo Company, Limited	60,000	\$10	\$10	none	NIL	\$1.20 for 1908	20 %	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06		\$64 sellers
China Do. special shares	50,000	\$1	\$1	none	\$1,407	80 cents for 19.9	8 1/2 %	\$84 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$1,000		\$1.20 for year ending 31.7.09	8 1/2 %	\$18 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,292	Interim of 35 cents for account 1909	20 %	\$72 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000 \$5,000	\$3,756	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10		\$670	\$1 and bonus 20 cts. for year ending 29.2.00	6 %	\$204 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,195	Final of \$8 for 1909	20 %	\$157 ex div.
Hongkong Ice Company, Limited	60,000	\$25	\$25	\$150,000 \$20,000	\$7,616	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$314 sellers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$10	\$10	\$20,000	\$2,790	4th interim of Tls. 124 for 1909	6 %	Tls. 1,065 s.
Maatschappij tot Mijn- en Landbouwer exploitatie in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 547,500 Tls. 61,324	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 %	\$19 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$30,000	\$1,204	None	3 1/2 %	\$10 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640			
Philippine Company, Limited	75,000	\$10	\$20	none				
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,800 Tls. 75,000	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 157 s.
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$21,096	None	8 %	\$44 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	53	40 cents for year ending 31.5.09	5 %	\$21 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 %	\$10 sellers
United Asbestos Oriental Agency, Limited	70,000	\$10	\$5	\$40,000	\$242	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$124 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 5,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$72	Final of 30 cts. making 80 cts. for the year ended 20th June, 1906		\$5 sellers

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